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# JAPANESE APPARENTLY DEFYING POWERS

## STARTLING LETTER TO THE "TIMES".

JAPANESE PEERS REPLY TO LORD CECIL.

London, Feb. 27.  
 A remarkable letter, half a column in length, cabled from Tokyo and referring to the situation in Shanghai, is given considerable prominence in this morning's issue of *The Times*.

The letter is signed by Viscount Ishii, Prince Tokugawa, Baron Wakatsuki, Baron Sakatani, Baron Matsui, and Baron Takuma Dan.

Britons' Urge.

It is in the nature of a reply to a letter in the *Times* dated February 18, signed by Lord Cecil and others, including Sir James Salter, Sir Charles Addis, and Professor Gilbert Murray, urging diplomatic and economic pressure to compel Japan to respect the collective system of the sanctity of treaties.

The Japanese leaders reply that it is not because China is weak, but because she is the subject of an ineffective central control that the present deplorable position has arisen.

Sheer Self-Defence.

Japan acts in sheer self-defence against the Chinese militarists, whose only principles are to overcome rival chieftains and gratify their personal greed and ambition. They are not concerned with the welfare of their countrymen or with peace in the Far East.

Japan Attacked.

The letter continues:  
 The amazing assertion that Japan is launched upon a course of military domination of Chinese territories would be laughable if it was not so mischievously dangerous and ill-timed.

Both in Shanghai and Manchuria, the Japanese forces have lawfully defended their position when aggressively attacked.

Japan has not done more than other Powers who have repelled attacks by Chinese militarists by military operations on Chinese soil.

"Imaginary" China.

The generous, but ignorant sympathy with an "imaginary" China, is the greatest danger today to universal peace.

The letter concludes:  
 We continue to believe that the English people retain that confidence in their old allies, which will prevent them from considering Japan a piratical adventurer, ready to undertake, with brazen conscience, the task of subjugating a Continent.

Japan has quite enough on her own hands without such extravagances.—*Reuter*.

## "LADY HEATH'S" OFFER.

READY TO BE WAR PILOT IN CHINA.

New York, Feb. 27.  
 It is reported from Fort Worth, Texas, that Mrs. Gar Williams, formerly Lady Heath, the famous British airwoman, and her husband, have applied to serve in the Chinese Air Force against Japan.—*Reuter*.

## AMERICA AND THE FAR EAST.

NOTES TO CEASE.

Washington, Feb. 27.  
 After a conference with President Hoover, the Secretary of State Mr. H. L. Shinn announced that there would be a cessation of Notes on the Sino-Japanese Situation.—*Reuter's American Service*.

## LARGE REINFORCEMENTS NOW ARRIVING.

TO BE LANDED IN INTERNATIONAL SETTLEMENT.

## TROOPS NOW SUFFERING ACUTE DISCOMFORTS.

(FROM OUR OWN CORRESPONDENT).

SHANGHAI, Feb. 27, 4.15 p.m.  
**THE TRENCHES ON THE KIANGWAN FRONT HAVE BEEN CONVERTED INTO QUAGMIRES BY A STEADY DOWNPOUR OF RAIN AND THE TROOPS ON BOTH SIDES ARE SUFFERING ACUTE DISCOMFORT. THE WRETCHED CONDITIONS, TOGETHER WITH THE JAPANESE ABANDONMENT OF THEIR ATTEMPT TO SMASH THROUGH WITH THE TROOPS AT PRESENT AT THEIR DISPOSAL, HAVE MINIMISED OPERATIONS TO-DAY.**

Large Japanese reinforcements are now nearing Shanghai with thousands of fresh troops, it would appear from the arrangements which have been made by the Japanese Command for bringing them into action, that Japan is paying no attention to the demands presented in Tokyo yesterday by the British Ambassador, supported by the French, Italian and American Ambassadors.

Two transports, the Florida Maru and the Amur Maru are due at the Woosung Pilot Station early to-morrow morning, and it has been arranged for the Florida Maru to discharge her contingents at the O. S. K. Wharf and for the Amur Maru to discharge at the South Manchurian Railway Company's wharf. Both of the wharves are in the International Settlement.

Another transport, the Mikasa Maru is due on Monday. This vessel will also berth at the South Manchurian Railway Wharf. She carries few troops, but is loaded to her capacity with war stores, including large supplies of ammunition for heavy guns.

ARTILLERY ACTIVE.

Artillery on both sides have been fairly active today, but owing to the weather conditions, few aeroplanes have been up.

Last night, the Japanese Military headquarters issued a claim that Kiangwan Village had at last fallen into their hands, and that numbers of prisoners had been taken.

CHINESE HOLD ON.

A trip along the Chinese lines by a military observer this morning revealed that the Chinese are still holding Kiangwan Village, as well as advanced a considerable distance both to the east and west of the "hardest nut" they have encountered, but the Chinese line curves deeply into the Japanese line at Kiangwan Village, which is manned by steadily increasing Chinese forces.

ARMoured TRAINS.

Armoured trains with three-inch quick-firing guns have been seen moving along the railway to the Kiangwan front and the Chinese Command appears to be concentrating all the new men and material arriving from Nanking in the Kiangwan sector, where very severe fighting is to be expected in the next few days.

Three hundred and eighty German colonists, repatriated from Soviet Russia, arrived in Shanghai aboard the Chosen Maru three days ago, leading to rumours that they were being employed by the Japanese as labourers. This, however, proves to be unfounded. It has been arranged for them to leave Shanghai en route to Marseilles today.

MORE TROOPSHIPS.

Two other Japanese troopships, the Targen Maru and the Suto Maru are due to arrive at the Woosung Pilot Station at noon to-morrow, but it is learned that they will not proceed up the Whangpoo until Monday when it is probable that the men aboard will be disembarked at the railway wharf at Changhwapang.

It is reported that a Japanese

attack launched towards Tazang this morning was abandoned on meeting with unexpected fierce rifle and machine-gun fire. The inability of aeroplanes to do any effective bombing finds all the Chinese positions manned in full strength in spite of the discomforts.

## M.P.—SPORTSMAN PASSES AWAY.

OWNER OF BRITISH WONDER HORSE.

(Reuter's Special Service).

London, Feb. 26.  
 Sir John Rutherford, former Member of Parliament and famous sportsman, has died at the age of seventy-seven years.

He was the owner of the wonder-horse Solario, for which he refused an offer of £100,000 made by H.H. the Aga Khan.

## FAMOUS BRITISH SOLDIERS.

LYING ILL IN LONDON.

(Reuter's Special Service).

London, Feb. 26.  
 Two of Britain's most famous soldiers are lying ill in London. Field-Marshal Lord Plumer is described as "seriously ill" while Sir William Robertson, famous for rising from the ranks as well as his distinguished record, has had all his engagements cancelled because of illness.

## CASH SWEEPS.

LUCKY NUMBERS AT THE RACES.

1st. Race.

No. 44	.....	\$1,212.40
" 461	.....	346.40
" 426	.....	173.20

Unplaced runners (\$50 each)  
 Nos. 291, 633, 384, 244, 508, 128, 245, 148, 109, 209, 266, 80, 97, 128, 648, 433, 151, 627.

2nd Race.

No. 605	.....	\$1,612.00
" 218	.....	586.00
" 386	.....	216.00

Unplaced runners (\$50 each)  
 Nos. 312, 288, 129, 642, 99, 455, 363, 636, 165, 614, 18, 397, 209, 338, 553, 488, 166, 495, 261, 184.

3rd Race.

No. 724	.....	\$2,051.00
" 218	.....	586.00
" 61	.....	293.00

Unplaced runners (\$50 each)  
 Nos. 286, 552, 483, 132, 469, 739, 512, 776, 370, 172, 468, 644, 379.

4th Race.

No. 514	.....	\$2,367.40
" 46	.....	676.40
" 504	.....	338.20

Unplaced runners (\$50 each)  
 Nos. 348, 961, 269, 334, 676, 957, 567, 774, 865, 39, 82.

5th Race.

No. 1,038	.....	\$2,861.60
" 48	.....	817.60
" 450	.....	408.80

Unplaced runners (\$50 each)  
 Nos. 289, 335, 1,020, 272.

6th Race.

No. 325	.....	\$2,672.60
" 1085	.....	763.60
" 187	.....	81.80

Unplaced runners (\$50 each)  
 Nos. 1,083, 1,102, 706, 801, 984, 156, 880, 170, 923, 1,023, 707, 559, 1,030, 399, 836, 616, 12, 510, 558.

7th Race.

No. 392	.....	\$1,420.20
" 387	.....	977.20
" 986	.....	488.60

Unplaced runner (\$50 each)  
 No. 649.

## RACE MEETING CONCLUDES.

GOOD ATTENDANCE AT VALLEY.

TO-DAY'S RESULTS.

Despite the cold and damp weather, there was a good attendance at the final day of the Race Meeting this afternoon. Amongst those present were H.E. the Governor and Lady Peel, with whom were the new Governor-General of the Philippines, Colonel Roosevelt, Mrs. Roosevelt and party.

Some good racing was witnessed, and backers were able to get satisfactory returns on their investments.

For the Professional Cup and Subscription Grifflins' Champions, there was a field of seven. Racing Boy (Mr. Chung up) coming in comfortably three lengths ahead of Sivash.

1.—The Nil Desperandum Stakes. Winner \$700. Second \$300. Third \$200. For China Ponies, Subscription Grifflins of this Club of this Meeting that have started at least twice and have not won. Weight for inches as per scale. (Jockey Allowance). One Mile.

Mr. E. L. Hosie's Philanderer (Mr. Clark) 1.  
 Messrs. Lewis & Tinson's de Bene (Mr. Wong) 2.  
 Messrs. Swatow & Pakhoi's Chiu Quan (Mr. Li) 3.

Twenty-one starters.  
 Won by two lengths; three lengths.

Time:—2 min. 11.2/5 sec.  
 Pari-mutuel:—Winner, \$12.80. Places, \$7; \$33.80; \$11.

2.—The Nil Desperandum Stakes (Second Section).—Winner \$750. Second \$300. Third \$200. For China Ponies, Subscription Grifflins of this Club of this Meeting that have started at least twice and have not won. Weight for inches as per scale. (Jockey Allowance). One Mile.

Messrs. Lewis & Tinson's Crisp (Mr. Wong) 1.  
 Mrs. Priestley's Ranjolina (Mr. Heard) 2.  
 Mr. L.T.F.'s Gold Bar (Mr. Tung) 3.

Twenty-three starters.  
 Won by four lengths; two lengths.

Time:—2 min. 11.2/5 sec.  
 Pari-mutuel:—Winner, \$12.20. Places, \$7.10; \$22.20; \$7.60.

3.—The Grifflins Spring Handicap.—"A" Class. Winner \$750. Second \$300. Third \$200. For China Ponies, bona fide Grifflins of this Meeting that have started at least twice and have not won. The top weight allotted will not exceed 165 lb., and the bottom weight will not be less than 140 lb. One Mile.

Mr. D. J. Lewis' Tonaine (Mr. Wong) 1.  
 Mr. Ho Kom-long's Navy Hall (Mr. Tan) 2.

Messrs. Mackie & Grayburn's Don (Mr. Clark) 3.  
 Sixteen starters. Won by length and half; short head.

Time:—2 min. 06.4/5 sec.  
 Pari-mutuel:—Win, \$13. Places, \$9.60; \$51.80; \$8.

4.—The Flemington Plate.—Winner \$1,000. Second \$300. Third \$200. For Australian Ponies, Grifflins of this Meeting that have started and have not won. From the Two Mile Post One Round and in (about One Mile 171 Yards).

Mr. Monastic's Friar Tuck (Mr. Roche) 1.  
 (Continued on Page 2.)

## SHIPS IN RACE AGAINST TIME.

EFFORT TO BEAT IMPORT DUTY BILL.

(Reuter's Special Service).

London, Feb. 26.  
 A large number of foreign ships are dashing to Liverpool and other British ports in an effort to land their cargoes before the Import Duties Bill comes into force on Tuesday.

Most of the ships engaged in the race against time are carrying such cargoes as oil and oil-cake from Russia, rapeseed, sugar and flour from Japan and China, and potatoes and fruit from Spain.

## UNWISE TO CHANGE H.K. CURRENCY.

BANK CHAIRMAN'S COMPREHENSIVE REVIEW OF WORLD TRADE.

## CHINA'S "RED" MENACE.

"It would be wiser to let well alone in the matter of currency," declared the Hon. Mr. C. G. S. Mackie, Chairman, speaking at the annual general meeting of the Hongkong and Shanghai Banking Corporation this morning on the report of the Hongkong Currency Commission. "I cannot think that it would be wise to depart from the present currency."

In a comprehensive review of the trade and financial conditions of the world, Mr. Mackie touched on the many abnormal circumstances obtaining in all countries, and expressed deep concern at the struggle between China and Japan at Shanghai.

Mr. Mackie said:—Before proceeding with the business of this meeting, I would refer with the deepest regret to the loss we have sustained since last we met through the death of Sir Newton Stubb. As many of you will remember, Sir Newton was Chief Manager of the Bank from 1910 to the end of 1920 when he went home on leave; during 1921 he took over charge of London office, where he remained until his untimely death on 1st December last. In the City of London, where he was so active, his note, it is no exaggeration to state that in the Banking World, Sir Newton was outstanding and conspicuous for his ability. He was ever ready to help both by word and deed, and not only have the City of London and all connected with business affairs in the East lost an extraordinary able adviser but all who knew him have lost a staunch friend.

The Report and Statement of Accounts having been in your hands for some days I shall, with your permission, take them as read.

It will probably not come as a surprise that the figures we are able to put before you are not so satisfactory as you have been accustomed to after making full provision for losses and contingencies, the net profits for the year amount to \$16,409,461, or about four and a quarter million dollars less than in 1930, while expressed in sterling they show a decrease of about \$206,000.

After deducting the interim dividend, paid at 1/8% and Directors' remuneration, the amount available for distribution is \$10,599,772.02 which it is proposed to deal with as follows:—

To pay a final dividend of £3 per share (after deduction of income tax) \$8,678,280.87  
 Transfer to Bank Premises Account 500,000.00  
 Carry forward to new Account 3,421,511.15  
 \$10,599,772.02

The usual phrase that net profits have been arrived at after making provision for losses, has rather more significance this year. We have been called upon to provide for exceptionally heavy and unusual losses, otherwise the result of the year's working would have compared favourably with 1930.

Commodity Prices Drop  
 The causes of the losses are not far to seek—some are due to the heavy drop in commodity prices in the middle of the year, others to the sudden rise in China exchange vis-a-vis Sterling caused by Great Britain going off the gold standard. Speculation and over-trading brought many large operators to grief with the result that quite a number of these disappeared and left the Bank to shoulder the loss. The only pleasing factor is that we have been able to meet these exceptional losses from current profits, which attests that the earning power of the Bank is in no way impaired.

With regard to investments, we have naturally felt the depression in the depreciation of gilt-edged securities. Last year my predecessor stated that our investments stood in our books at a figure much below market values, but I regret to say that it has been necessary to utilize current profits to the extent of \$119,000 to write them down to present market level, and at the end of the year we had value and market value were practically identical.

Owing to the wide fluctuations in exchange values, compared to the previous year, it is more difficult than ever to make a comparison between balance sheets, but the figures shown this year reflect the absence of real estate in a market which has been almost completely frozen, and the depreciation of German marks, which has become noticeable and

decline of about £2 million and our liability on bills redeemed is reduced by over £1 million, which is not a very healthy sign of the times.

Local Currency Problem  
 Since our last Annual Meeting the British Government sent out a small Committee to look into our currency problems and their report was published towards the end of the year. Without going into details I would merely say that I think it would be wiser to let well alone in this matter.

The high premium on our dollar which raised the discussion has not been in evidence during the past year, neither is it likely to recur, so I cannot think it would be wise to depart from a currency which is functioning satisfactorily in favour of one, the utility of which must be problematical for quite a long period.

It has not been customary for the Chairman at these annual meetings to make more than a passing reference to international financial and economic developments—the subject of so much expert analysis and highly informed comment in the speeches delivered by the heads of the leading banks at home. The welfare of an exchange bank such as our own is, however, no more exempt from the influence of world conditions than that of those other banking institutions, and at a time of such profound disturbance as the present I feel that a few remarks are called for.

I shall refrain from quoting statistics which, in any case, are not only too well realized by you, but are, perhaps, still too close to the events of the past year to be able fully to appraise or even comprehend them; yet there are certain facts and conclusions which, in my opinion, stand out clearly and which cannot be too strongly emphasized, and it is upon their recognition by the world at large that our whole economic structure in the immediate future very largely depends.

British Trade Stimulus  
 The major fact to be faced is that the cause of the depression of 1931 is no mere concentration of local and transient evils—a mere awing down of the scale—but is something fundamental. Again and again we have seen a break in the clouds only to have our hopes inconspicuously dashed. Taking the year of 1931 in particular, the depreciation of sterling has stimulated exports but, like most stimulants, its effects are largely evanescent and, as other countries follow in our wake, are bound to diminish in force. World trade continues to shrink and the influence of falling prices, increasing national tariffs and government control of exchange used to redress adverse trade balances. The fall in world prices of about 80% during the last two years is unprecedented and all attempts to solve the resulting dilemma—industrial, commercial and social—have till now been baffled.

Great Britain's volume of trade and industry in 1931 was less by 30% than in 1930. Taking an international view, the very roots of economic relations are being attacked and the world is threatened with the destruction of its whole credit system.

World on Precipice  
 It is universally recognized that President Hoover's plan for the post-war reconstruction of the world is a bold and far-reaching one. We are still in the early stages of the crisis and some more is required than a mere extension of the moratorium to from July 1st to the present year. It is now perfectly apparent that the burden of the world's debts and of Germany's reparations has become intolerable and

the situation is becoming increasingly precarious. The world is on a precipice and the only way to avoid a catastrophe is by a complete reorganization of the world's economic system.

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## POWERS ADOPT A FIRMER STAND IN TOKYO.

Require Fresh Troops to be Landed Outside Settlement.

### CAR HITS A TRAM STANDARD.

THREE EUROPEANS IN 4.15 A.M. SMASH.

A motor car which was being driven by Mr. M. M. Watson along Queen's Road East early this morning was involved in a mishap opposite the Royal Army Ordnance Corps Store when the driver attempted to overtake another vehicle but collided with a standard.

In the car at the time were Mr. J. Thayer, of Messrs. Butterfield and Swire, and Mr. H.S.V. Mossop, a member of the firm of Messrs. Johnson, Stokes and Master, local solicitors. Both passengers received minor injuries and had to be taken to the Government Civil Hospital for treatment.

The mishap occurred at 4.15 this morning, the motor car, No. 1685, being driven by Mr. Watson, of Johnson, Stokes and Master. In attempting to overtake a vehicle which was proceeding in front of him, Mr. Watson misjudged the position of a tram standard. In the collision which followed, the car was damaged, while Mr. Thayer received injuries to his back and Mr. Mossop abrasions to his head.

### STOP PRESS.

Shanghai, Feb. 27, 11.04 a.m.  
At eight o'clock this morning the firing in Chapel resumed. Quiet is still being maintained.

It appears that the Japanese were using twelve field-guns, firing simultaneously and concentrating on one position where it was believed Chinese troops were concentrating.

The twelve guns fired 25 rounds each.

This morning there has been an exchange of artillery fire, but the fighting has not been on a large scale.

Japanese officials are reticent regarding the reinforcements known to be arriving, but it is believed that transports are nearing Shanghai, though none of the new divisions have landed.

### HANGCHOW RAID.

Nanking, Feb. 27.

The Chinese Government lodged a very strong protest with the Japanese yesterday following the aerial bombardment "without warning and without provocation" of the peaceful city of Hangchow.

The protest points out that Japan has not yet declared war on China and declares that the Chinese Government is holding the Japanese liable to pay compensation for the damage caused at Hangchow.

## HEAVY FIGHTING NEAR TAZANG.

JAPANESE TAKE FIRST DEFENCE LINES.

HURLED BACK IN LATER COUNTER-ATTACK.

(FROM OUR OWN CORRESPONDENT).

Shanghai, Feb. 27, 9.57 a.m.  
**STIFF BRUSHES** between smallish detachments of the rival forces are taking place on the Kiangwan-Tazang sector of the front and an intense artillery bombardment is proceeding in Chapel. Otherwise, the Japanese have eased oars since the failure of their tremendous effort to break through on Thursday.

It is evident, nevertheless, that another great drive is in course of preparation, though it is unlikely that the order to go forward will be issued until the large reinforcements arrive from Japan.

Japanese troops are refusing a permit for anyone to evacuate the war zone areas or to allow anyone near the scene of their activities.

It is believed that the Japanese are arranging for the disposition of the reinforcements coming and have already altered some of the positions, inasmuch as a number of fresh arrivals landed yesterday afternoon and night.

### TROOPS FROM CHAPEL.

The Chinese are sending troops from Chapel to reinforce the forces holding the positions between Kiangwan and Tazang and it is also reliably stated that a further 30,000 men have reached Shanghai from Nanking and are being placed into the battlefield immediately.

The Chinese claim that an attack was launched yesterday by 30,000 Japanese, but foreign observers do not confirm.

### REQUEST BY THE POWERS.

REMOVAL OF ADMIRAL'S FLAGSHIP.

London, Feb. 26.  
The British Ambassador in Tokyo has requested that the landing of further Japanese reinforcements in Shanghai should be made elsewhere than the International Settlement, in the interests of the safety of foreigners. He has also suggested that the berth of Admiral Nomura's flagship, H.I.J.M. Idzumi, now anchored off the Bund and which recently drew Chinese artillery fire, be moved further down the river, thereby lessening the risk to life and property in the Settlement.

Other Powers with Interests

In the Settlement have made similar requests at Tokyo. Reports have it that five fresh divisions of Japanese troops are being sent to Shanghai as rapidly as possible, but as a result of the Powers' representations, it is considered unlikely that they will be landed in the International Settlement.

### SURPRISE ATTACK SUCCEEDS.

BUT CHINESE RE-TAKE LOST POSITIONS

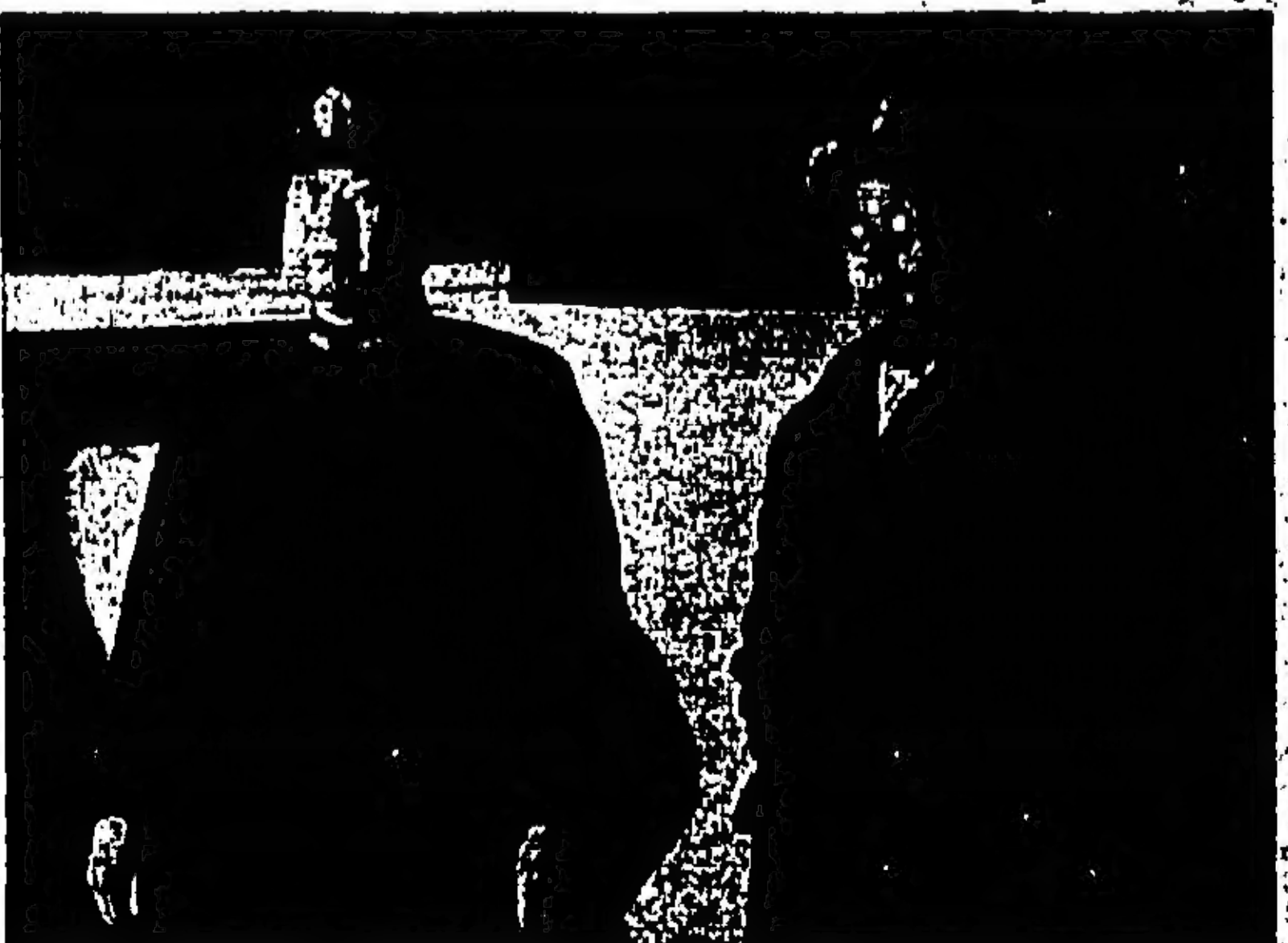
(Our Own Correspondent).

Shanghai, Feb. 27, 10.55 a.m.  
A Japanese surprise attack, launched without artillery preparation on a small sector of the Kiangwan-Tazang front this morning, carried the Chinese defence lines, according to reliable information just received. The Japanese suffered only minor losses in their assault, but the fierce Chinese counter-attack which followed on the arrival of reinforcements caused heavy casualties on both sides.

### FORCED BACK.

The Japanese were unable to hold on to their easily-won positions and the 88th Division National Guard is now manning the line, with large numbers of additional troops rapidly coming up, concentrating in strong positions near the creek to the east of Tazang.

The Japanese appear to be preparing for another assault on this sector.



Admiral Nomura on the deck of H.I.J.M. Idzumi, the flagship, awaiting news of the battle a few days ago. The Powers have requested the removal of his ship to a place less dangerous to the Settlement.

### POWERS MOVING INTO LINE.

BRITAIN TAKES INITIATIVE.

IDENTIC NOTES TO JAPAN.

FOUR-POWER PRESSURE.

Washington, Feb. 26.  
A HINT by the State Department that Great Britain has taken the initiative in endeavouring to secure Four-Power representations to the Tokyo Government has been received with satisfaction. Britain's step is interpreted as evidence that London now definitely agrees with United States' policy in the Far East.

Sir John Simon has requested American participation in fresh Notes to be addressed to the Japanese Government by Britain, France, Italy, and the United States, upon which Mr. Stimson gave the American Ambassador instructions to join the other Powers in the action contemplated.

Sir John Simon and Mr. Stimson have been in frequent communication regarding events in the Far East. Sir Ronald Lindsay having visited the State Department almost daily.

### FRIENDS AND FOES.

Britain's failure definitely to state her Far Eastern policy in the manner of the United States on February 7 and again on the 24th, in Mr. Stimson's letter to Senator Borah, has caused comment in some circles and raised suggestions that Britain is lukewarm in her defence of the Nine-Power and other treaties affected. Friends of Britain, however, express the opinion that Britain's position, as a member of the League, is wholly different from that of the United States.

### ASSEMBLY MEETING.

The State Department is watching with keen interest the preparations for the meeting of the League of Nations Assembly on March 3, Thursday next.

Though the United States is not participating, the Government will have an observer there. Curiously has been aroused as to how Britain will react to Mr. Stimson's hint to Mr. Borah that Japan's violation of the Nine-Power Treaty might cause a revision of United States naval policy in the Pacific, implying a new race in naval construction.

### RESPONSIBILITY!

Though the State Department is eager for the League to declare decisively against Japan's activities and is anxious to co-operate, it is feared a direct invitation to participate in the League discussions and share the responsibility for the decisions of Geneva.

It is felt that this might arouse the enemies of American participation in the League, which is denounced as a gang dominated by European political card-sharppers eager to get Uncle Sam to help police the world, principally for the benefit of France and Britain. Such sentiment—ridiculous and inconsistent as it is—is strong in Congress and any clash over the principle of United States participation in the League would hamstring Washington's efforts to check Japan.

paring for another assault on this sector. Numerous houses are on fire in Chapel following intensive fire by a Japanese heavy battery on premises about 250 yards to the north of the North Railway Station.

It was known that the Chinese had a very strong post near the point where the shells were directed.



This photograph was taken in the front line of the Chinese defences. The most interesting feature of the picture is that it was photographed in the interior of the now burnt out Oriental Library of the Commercial Press—once the home of priceless books and manuscripts. The premises were terrifically bombarded last night in a Japanese effort to dislodge these men.

### RUDE AWAKENING FOR SHANGHAI.

To-day's Terrific Bombardment.

INTENSIVE FIRE FOR HOURS.

Shanghai, Feb. 27, 8.40 a.m.  
The heavens rocked with thunderous explosions when at five o'clock this morning the Japanese artillery at Hongkew Park opened out at full strength against a block of buildings situated just north of the recently destroyed Commercial Press.

Shanghai has been enjoying a comparatively peaceful night for the first time for 72 hours, but thousands of residents were awakened when the shelling began.

### BIG FIRE STARTED!

The accuracy of the Japanese gunners, who were shelling the buildings owing to a belief that a large number of Chinese troops were concentrated there, was reflected when a huge conflagration broke out, sending columns of smoke and flame into the sky.

The Chinese batteries responded and for the past two hours, the exchange of shellfire has been going on with unabated fury.

### BLUEBIRD FALLS TO IMPROVE.

BUT AGAIN EXCEEDS 250 M.P.H.

Daytona, Feb. 26.  
Sir Malcolm Campbell failed in his attempt to-day to still further improve upon his world's land speed record.

Again he exceeded 250 miles an hour, but he was not able to reach his figure of 263.968. His average for the double run over the measured mile to-day was 251.748 miles an hour.

### Three New Records.

Although Sir Malcolm failed to break the mile record, he established three other world records to-day, setting up an average for five miles of 242.751 miles an hour, an average for five kilometres of 247.941 miles an hour, and an average for ten kilometres of 288.069 miles an hour.

### TAX PAYMENT RECORD.

BRITISH REVENUE FLOWING IN.

London, Feb. 26.  
In the House of Commons, Major Elliot, Financial Secretary to the Treasury, moving a small supplementary vote for extra expenses incurred in the collection of revenue, said collections recently had been at a rate almost unparalleled in the history of this or any other country. It was due to the necessity of direct taxpayers and officials of the department that the result had been so successful.

## RUSSO-JAPANESE FRICTION.

MOSCOW SHOWS SIGNS OF IRRITATION.

Moscow, Feb. 26.  
Relations between Soviet Russia and Japan are again revealing serious signs of strain. M. Karakhan, acting Foreign Commissar in the absence of M. Litvinoff, who is at Geneva, has demanded certain explanations of the Japanese Ambassador regarding Japanese activities on the Chinese Eastern Railway and feeling is exhibited in Russia over fishing rights.

The rumblings of Russo-Japanese diplomatic irritation have provoked investigation to-day to remark:

"The Japanese appetite is growing after the experience in Manchuria and Shanghai. They want to try their luck in Soviet waters."

This phrase is the indignant conclusion to an article attacking the reported resolution of the Executive of the Selyukal in favour of a modification of fishery rights in Northern waters and the trouble exchange arrangement.

### CURB APPETITES.

The newspaper asserts that the Japanese fisheries have been growing every year and that Japanese fishing trade in actual Soviet waters already amounts to fifty-eight per cent, as compared with the Soviet's forty-two per cent.

Controverting the need for interference with the trouble exchange, *Isvestia* cites the case of what has happened to the stocks of the Kamchatka Stock Company since the Japanese departure from the gold standard.

The article concluded: "These gentlemen should curb their appetites."

### C.E.R. FRICTION.

Meanwhile, M. Karakhan to-day received Mr. Hirota, the Japanese Ambassador, for the purpose of putting a verbal questionnaire.

His first question dealt with the Harbin Japanese Commander's request to the Chinese Eastern Railway management to supply seventeen trains to convey troops to Imenpo and the further station of Podgrachninsk, on the Soviet border, ostensibly to protect Japanese lives and property.

M. Karakhan declared that this was an abnormal development in that it involved the transport of troops to the Soviet frontier. He declared that the right to accede was beyond the jurisdiction of the C.E.R. management.

### SECOND PROTEST.

M. Karakhan's second question concerned the same Command, which approached the C.E.R. asking them to conclude an agreement to transport troops.

### BRITISH STOCKS SOARING.

BANK RATE MAY BE REDUCED.

London, Feb. 26.  
There was another all-round rise in British Government stocks to-day, buying orders coming from both home and abroad.

The advances are attributed to expectations of a further reduction in the Bank rate in the near future and they are attracting special interest in view of the likelihood of an early War Loan conversion operation later.

War Loan Flies were quoted to-day at 100 1/4. Conversion 4 1/2 rose to 100 1/4. Consols Four to 90, and Funding Loan Four, which closed Thursday at 92 1/4, improved to 94 1/4.

### NOTED PATIENTS.

FIELD MARSHAL PLUMER SERIOUSLY ILL.

London, Feb. 26.  
Field Marshal Lord Plumer is lying seriously ill at his London home.

Mr. Lloyd George, who was anticipated would return next week to his Parliamentary duties, is continuing to be treated with a cold.



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**PRIZE DAY AT ST. STEPHEN'S.**

**INTERESTING PLANTING CEREMONY.**

It was prize-day at St. Stephen's College, Stanley, yesterday afternoon and after distributing the awards an old boy, Dr. Yue Man-kwong, of Hing Hui, made an interesting speech on the China trouble.

The annual gathering was also made the occasion for inaugurating a tree-planting ceremony, this being performed by Mrs. W. T. Southern.

His Lordship, the Bishop of Victoria presided, and he was supported by Mrs. Southern, the Hon. Mr. S. W. T'o, the Hon. Mr. T. N. Chau, the Warden (Rev. E. W. L. Martin), the Hon. Mr. Foo Ping-sheung, members of the College Council and the staff.

The Chairman said in part: St. Stephen's College was founded twenty-nine years ago, and I would like to think that one of the original founders, the Hon. Dr. T'o Sen-wan, is with us to-day taking as active an interest as ever in this school, in spite of all the claims of public affairs that press upon him: for the twenty-nine years of its history, his interest in this school has never flagged.

It is a great pleasure to me to find your school becoming more and more firmly established here in Stanley. In the twelve years that I have been your chairman I have known this school in three different buildings. When I first came here in 1920 it was in Bonham Road, opposite the present King's College. Then it was temporarily housed in the old Fairlie buildings and the boarders lived at Pokfulam—a very unsatisfactory arrangement, but the best we could do under the circumstances.

Finally, in 1929, the school came out here to these fine buildings on this beautiful part of the island, and the number of boarders has increased to one hundred and fifty. When I speak of public school tradition there comes to my mind to-day the memory of one who for a short time was connected with this school and whose early death is announced in to-day's papers—Mr. J. E. Warner. After acting as private secretary to H.E. Sir Edward Stubbs, Mr. Warner served on the staff of this school before devoting his life to forestal work in England. All who came into contact with him knew him for a very chivalrous gentleman and a constant friend.

The excellent state of the school, as it now is, is largely due to the devoted efforts of your Warden, the Rev. E. W. L. Martin, and the staff who serve with him, and also to Mrs. Martin's invaluable help. This school has had an honourable past, and I believe it has before it a great future.

It is with the greatest pleasure that I ask an old boy of this school, Dr. Yue Man-kwong to give away the certificates and prizes, after the Warden has given his report. The Warden, Rev. Mr. Martin, then read the school report for the past year.

Dr. Yue Man-kwong referred to the College's new home at Stanley as compared with previous locations, and extended heartiest congratulations for the excellent scholastic attainment of the scholars.

**Tree-Planting Ceremony.**

In inaugurating the tree-planting ceremony, Mrs. W. T. Southern said: When Mr. Martin asked me to say a few words on trees, he was taking grave risks. For so great is my love of trees that I might easily become loquacious on the subject, and not only try your patience but delay the work we have on hand. Browning says:

"Your ghost shall walk, you lover of trees,  
(If loves remain)  
In an English lane—"

but the lover of trees is not limited to English lanes, however beautiful. Certainly the leafy lanes of England have no rival in their own special beauty and we, who spent our childhood there, often conjure up the great elms and

**COMING SHORTLY TO THE KING'S**



Evelyn Lave and John Boles in "One Heavenly Night"

noble oaks, the golden laburnum, the fragrant pink and white Hawthorns, the exquisite green beeches the snowy fruit trees.

But as we go further afield in the world there are exotic trees that share our affections—the plumed coconut palm, the glowing scarlet flamboyant, the petalophorus with its pyramids of golden flowers making a golden carpet on the ground beneath, or the myriad fir trees of Canada, standing like waiting multitudes on her mountain-sides and in her great valleys.

Here, in this island, though we cannot boast of forest giants, the trees are invested with a special significance from the fact that ninety years ago the hillsides were as bare as their many neighbours.

To our love of trees, and to the skill of the Botanic Forestry Department, we owe the cloak of varying green which mantles so many slopes and lends our steps along so many romantic forestry paths.

It is a real joy to me to be asked to take part in the planting up of a little grove here.  
(Continued on Page 15.)

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THREE KINDS  
of LOVEby KAY  
CLEAVER  
STRAHAN

BEGIN HERE TO-DAY.

Ann, Cecily and Mary-Frances Fenwick live with their grandparents, once wealthy, now so impoverished that Ann's and Cecily's earnings support the household. The sisters have been orphaned since childhood. The grandparents are known respectively as "Rosalie" and "Grand" and they insist on keeping up pretence of their former wealth. Ann, 22, and Cecily, 22, do secretarial work and Mary-Frances, 19, is still in school. When the story opens Ann has been engaged to Philip Ezerod, young lawyer, for eight years. They can not marry because Ann knows her sisters and grandparents depend on her to manage their home.

Cecily brings Mary-Frances home to dinner with her. She is falling in love with him. Mary-Frances and her friend, Ermintrude, are excited about the arrival of a stock company actor known as Earl De Armand. They meet him on the street and he speaks to them. Mary-Frances is then seen to meet him that night after the performance. She tells him she is 18, fails to note the cheapness of his locket and after that first meeting, promises to see him again.

Next morning Cecily talks to Ann about Barry. "I'm more interested," Ann said, "in what Lindbergh thinks about you."

"He likes my looks," Cecily was earnest again. "That is—he always says 'lovely.' That is less than beautiful, I know. And, of course, I'm not beautiful. But I think it is better than 'pretty.' What do you think?"

"I think," Ann answered, as she walked to the door, "that he is in love with you. Isn't that what I'm supposed to think, Cecily?"

"Ann, I don't know. Truly, I can't tell. He says something, and then—Well, I don't know. I'm choking to find out. He likes me a lot, I'm sure of that. But he's sort of—why of love, or queer about it, I think."

"Most men are," said Ann. "No, I don't mean that way. Barry's different. He is entirely different from any other man I've ever known. He—"

Ann interrupted. "I must run on down and start breakfast. But I want to tell you something while I have a chance without Mary-Frances around. If you haven't made a dinner engagement with Barry for this evening, perhaps you'd better not see him after dinner, if you like, but come home for dinner. Grand—"

Ann closed the door and went down the hall toward the back stairway. "The cat's taken poison, and the baby's gone insane!" she muttered. It was her profoundest oath, significant of her furthest desperation.

"It needs't," were Cecily's first words when she came, wearing her best brown dress with its wide white collar and cuffs, into the kitchen 20 minutes later, "be such a lot of work—the party, I mean, need it, Ann, nor so very expensive?"

Ann, trying to unscrew the lid from a jar of stewed plums, glanced from it to Cecily. "No, dear," she answered. "Of course not," and desisted herself. She had planned to restore Cecily's sanity, in part, at least, at any cost. But wiping that expression of wistful, shining bliss from Cecily's face would be, it seemed to Ann as she rubbed a damp sponge across a picture drawn by a child on a slate and presented for admiration.

"We could have ice cream and cake and coffee, that would be enough. We wouldn't positively have to order brick ice cream—"

"Put on a smock, dear. That apron won't cover your sleeves."

"And I could make the cakes on Friday evening, after dinner. We'd have to have two. I suppose—a devil cake and that cheap, easy sponge. That would leave Saturday afternoon free to get the house ready. We'll air the library and have it mostly in there. They wouldn't need to go upstairs—nor all over the house. We'd steer them from one angle to another. And we wouldn't call it a party, of course. We'd just say that some friends were coming in for the evening. What's the matter, angel?"

"I can not get this lid off."

"Here, I'll pull the rubber out with the icepick. That's the best way to open the old things. I thought we'd ask Marta and Herbert. I'd like to have Gretchen, and I should—I'm in debt to her—and she'd have some man to bring. But she would smoke. She says right out that she won't go places where she can't, and I suppose Grand would lose control."

"My word, yes! We wouldn't dare risk it."

"I know," Cecily sighed. "There—that's the way to get them off. Ann, pull the rubber out first, I'll dish them. No. I can't have Gretchen, I suppose. But if I don't ask her I can't ask Jean nor Dorothy. I thought you could ask Nella and her husband."

"They wouldn't come. Look at the toast in the oven, will you, Cecily?" They haven't stepped outside the house in the evening since the baby was born. Nella won't trust him with strangers. I don't blame her a bit. He's a darling. I wish Penn Johns and her husband hadn't moved to Seattle to live—but they have. Could you ask the Mattson twins?"

"I could," Cecily's laugh was not wholly successful, "and I could send a cable over to the Prince of Wales."

tasting in the kitchen was condoned.

Poor Cecily, when Ann returned to the kitchen, was standing precisely where she had been, standing when Ann had left the kitchen. The smell of burned toast was blither in the room, and blue spirals of smoke were writhing out from the oven door.

"I could wear my pink," Cecily mused dreamily, "and you could wear your yellow, and—Oh, angel! I am sorry. I forgot all about the toast! Here, let me do it. I'm so absent-minded lately. Please, I'll attend to it. Can't I scrape it?"

Mary-Frances, pink checked and sweet as a cherub on a candy box, came into the kitchen and said, "Whew! What's burning? Rosalie would like her breakfast on a tray this morning, if it isn't too much trouble. She's feeling a little weak. She'd prefer orange juice to cooked fruit, if it is convenient. She wants a cup of hot water right away. I'll take it up. He fears a slight digestive disturbance. He has hiccupped. And, oh, yes, Ann, I must forget. Phil wants you on the telephone. He's waiting."

"Phil?" Ann questioned incredulously, and sped to the dining room, and to the telephone, and quavered, "Hello."

"Ann, dear! Did I startle you?" Ann released the long breath she had been holding. "Phil, are you all right? I—thought something must have happened—it's so early."

"Sorry! Surely I'm all right. I only wanted to come over in the car and take you to the office this morning."

"Phil," Ann said, and succeeded at last in stanching her voice, "tell me now. What is it? What is the trouble?"

"Not a thing on earth," he assured her, "except that I haven't seen you since day before yesterday, and that it is a glorious morning, and I want to see you. Can't a man take a notion to see his girl in the morning without causing a panic?"

"Well—but," she said, it was too amazing. It was like old times, away long ago at the beginning of things.

"Well, but," he mocked. "Have you a date with another man to ride to your office this morning?"

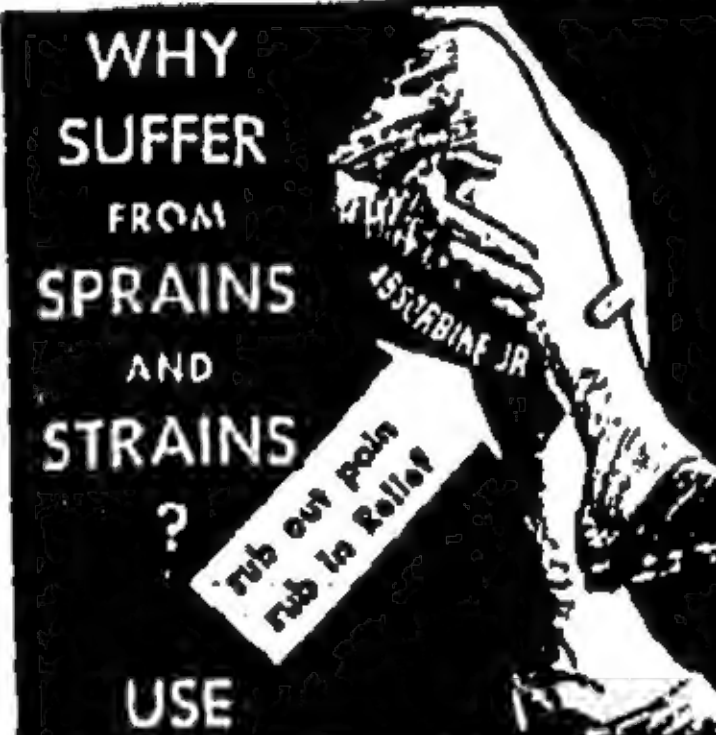
"Phil, dear," she protested, and laughed and almost sang. "I'll love it, of course. How good of you to think of it. How good—"

"Oh—oh!"

When she went into the kitchen again there was something of Cecily's dreamy radiance in her own heart-shaped face.

"I could wear my yellow," she said. "And you could wear your pink."

(To be Continued.)



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**LOST**—28 reward is offered for the recovery of one Gold Powder Box with Diamond Clasp and a 14 Kt. Gold Double Lighter, lost one evening during last week of June, 1931, between the Peninsula Hotel and Hampshire Building, Kowloon. Write Box No. 931, "Hongkong Telegraph."

## MISCELLANEOUS

**SMALL HOUSE** (unfurnished) with garden, wanted on long lease, permanency desired. Rent or mid-level preferred. Please write giving full particulars to Box No. 930, "Hongkong Telegraph."

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**FOR SALE**—1 Black Alsatian Pup (Male) 9 weeks old. Apply to Mr. Major, 4th floor, Union Building.

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# NEW ADVERTISEMENT

## THE HONG KONG JOCKEY CLUB.

### ANNUAL RACE MEETING, 1932.

On Saturday, the 27th February, the first race will be run at 1.30 p.m. and the first race will be run at 1.30 p.m. The time interval will be taken after the fifth race on the first four days.

### MEMBERS' BADGES AND ENCLOSURE.

Members are reminded that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10.00 per day including tax—or \$40.00 including tax for the Meeting (ladies \$5.00 and \$20.00 respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all chits, etc. Badges admitting to Members' Enclosure will NOT be on sale at the Race Course. A limited number of Tickets will be obtainable each day at the Club House, provided they are ordered in advance from No. 1 Box, Telephone No. 21920.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

### PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$4.00 per day including tax for all persons including ladies, and is payable at the Gate. Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1.00 per day including tax.

Bookmakers, T.C. Mac men etc. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Tickets will be obtainable in the Restaurant in the Public Enclosure.

**SERVANTS' PASSSES.** Passes for Servants will be issued on application to the Secretary, 3rd Floor, Gloucester Building.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties but must remain in their employers' stands.

Any persons found loitering with Servants' passes in their possession will forfeit the same and will be removed from the enclosure.

By Order, C. B. BROWN, Secretary.

Hongkong, 8th February, 1932.

### HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders will be held at the Hongkong Hotel, Hongkong, on Monday, the 29th February, 1932, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1931.

The Transfer Books of the Company will be CLOSED from Thursday, 18th February, to Monday, 28th February, both days inclusive.

By order of the Board of Directors, JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 10th February, 1932.

## THE HONG KONG JOCKEY CLUB.

### ANNUAL RACE MEETING, 1932.

Owners are reminded that entries for the First Extra Race Meeting to be held on Saturday, 6th March, 1932, (weather permitting) will close on Monday, 29th February, at 12 o'clock Noon. By Order, C. B. BROWN, Secretary.

### NOTICE.

**MACAO GREYHOUND RACING CLUB, MACAO.** Holders of \$10 Cash Sweep tickets sold by the above Club are hereby notified that this Race is cancelled, and that such tickets will be exchanged for tickets of the same value in the 5th Race of the Meeting to be held on 4th June, 1932, on application to:—

**MACAO GREYHOUND RACING CLUB, 6th Floor, Central Hotel, Macao.**

### THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LTD.

Notice is hereby given that the Thirty-sixth Ordinary Yearly Meeting of the Shareholders in the Company will be held at the Company's Town Office, 2, Lower Albert Road, on Wednesday, 2nd March, 1932, at 11 a.m. for the purpose of receiving the Report of the Directors together with statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 22nd February to 2nd March, 1932, both days inclusive.

By Order of the Board of Directors, M. MANUR, Secretary.

Hongkong, 15th February, 1932.

### THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS. THE FORTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 10th March, 1932, AT NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1931.

The Transfer Books of the Company will be CLOSED from Tuesday, the 1st March, 1932, to Thursday, the 10th March, 1932, both days inclusive.

By order of the Board of Directors, F. H. CRAPNEILL, Secretary.

Hongkong, 22nd February, 1932.

## PARTICULARS & CONDITIONS

of the Sale by Public Auction of the 29th day of February, 1932, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

### PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Area	Upset Price
1	Lot No. 3356, Adjoining Lot No. 2506, Yuen Yuen Street.	1.5000	\$2,000

### HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the Head Office of the Corporation, No. 1, Queen's Road Central, Hongkong, on Saturday, the 27th February, 1932, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1931.

The Register of Shares of the Corporation will be closed from Monday, the 15th February, to Saturday, the 27th February, 1932 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors, V. M. GRAYBURN, Chief Manager.

Hongkong, 6th February, 1932.

### THE HEALTH BULLETIN OF EASTERN PORTS

for the week ending the 26th Feb. gives the following cases of infectious diseases and the deaths therefrom: Plague, Baghdad 1 case, Basra 1 case, Bombay 1 case, Calcutta 1 case, Cebu 1 case, Hongkong 1 case, London 1 case, Manila 1 case, Rangoon 1 case, Singapore 1 case, Suez 1 case, Tientsin 1 case, Yokohama 1 case.

21 cases 12 deaths, Chittagong 1 case 1 death, Small-pox, Baghdad 1 case 1 death, Basra 1 case, Bombay 2 cases 1 death, Calcutta 25 cases 7 deaths, Cebu 1 death, Karachi 11 cases 5 deaths, Madras 2 cases 3 deaths, Rangoon 46 deaths, Tuticorin 5 cases 1 death, Visagapatam 1 case, Pondicherry 4 cases 4 deaths, Singapore 1 case, Saigon 21 cases 23 deaths, Hongkong 19 cases 9 deaths, Amoy 34 cases 14 deaths, Canton 6 cases, Shanghai 30 cases 18 deaths, Dairen 1 case.

## HUGHES & HOUGH, LIMITED.

8, Des Voeux Road Central. PUBLIC ROUP.

The Undersigned have received instructions to sell by Public Roup, (For Account of the Concerned), on WEDNESDAY, the 9th March, 1932, at 5.15 p.m., at the Paddock of the Hongkong Jockey Club, Race Course.

Several well-known Race Ponies. Persons who wish to dispose of their ponies will please forward full particulars to Mr. A. V. Kinchin, Manager, Hongkong Jockey Club Stables not later than the 7th March, 1932 at noon, so as to enable catalogues to be forwarded to prospective buyers in good time.

Terms:—Cash on Delivery. HUGHES & HOUGH, LTD., Auctioneers.

## CHURCH NOTICES.

Thirl Sunday In Lent.

### LOCAL SERVICES.

St. John's Cathedral. The Service to-morrow will be as follows:—

February 28, Thirl Sunday in Lent. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Matins and Sermon 11 a.m. Preacher: The Dean.

Evening 6 p.m. Preacher: Rev. H. V. Koop.

### PROTESTANT CEMETERY CHAPEL.

(Happy Valley). (Services in connexion with St. John's Cathedral).

To-morrow there will be Shortened Evensong with Address at 5.15 p.m. in the above Chapel. The subject of the address will be "The Meekness of Christ."

(N.B. Meekness is not to be confused with weakness). The Services on Sunday, March 6, will be: Holy Communion 8 a.m. and Evensong 5.15 p.m.

### ST. ANDREW'S CHURCH.

(Kowloon). Sunday, February 28, Thirl Sunday in Lent.

8.15 a.m. Holy Communion. 10 a.m. Primary Sunday School. Young People's Service. 11 a.m. Morning Prayer and Sermon. Preacher, Rev. Paul S. F. To.

3 p.m. Senior and Intermediate Sunday Schools. 6 p.m. Evening Prayer and Sermon. Preacher, The Vicar. Subject—"Self-sacrifice."

### WESLEYAN CHURCH (Wanchai).

Sunday, February 28, 3rd Sunday in Lent.

Morning Service 10.15 a.m. Subject: A study in character. The Sermon on the Mount in the Life of today (No. 3).

Preacher at both Services, Rev. Errie C. H. Tribbeck. Sunday School will meet at 3 p.m.

At the Sailors' and Soldiers' Home. Sunday at 8.15 p.m. Service Men's Hour.

Monday at 3 p.m. Ladies Church Aid.

Tuesday at 8 p.m. Fellowship Meeting. Wednesday at 8.15 p.m. Special Games Evening.

### SEVENTH DAY ADVENTISTS

Seventh-day Adventist Chapel, 20, Ice House Street. Service: Saturday 2 p.m. Preaching. Saturday, 3 p.m. Sabbath School.

Sunday night, 6 p.m. Preaching. Subject, "Who Changed The Bible Sabbath?"

Wednesday night, 8 p.m. Prayer meeting. A cordial welcome is extended to all.

### UNION CHURCH (Hongkong).

Sunday School 10 a.m. Naval Parade Service 10.15 a.m. Service for Public Worship 11 a.m. Young People's Service, to be broadcast.

Afternoon: Sunday School at Talkoo 2.45 p.m.

Evening Service 6 p.m. Preacher at all services, the Rev. E. G. Powell.

Social Hour after Evening Service. Every Tuesday at 7.45 p.m. De-jotional Meeting of the Soldiers' and Airmen's Christian Association. All Service men are heartily welcomed.

Every Friday at 5.30 p.m. Choir practice.

## H. K. W. G. & M. C. L.

Bridge and Mah Jongg (First Floor) TEA DANCE (Roof Garden) Hong Kong Hotel.

### TUESDAY, 8TH MARCH

3.30 p.m. to 6.30 p.m. Lady Peel will present the Prizes. Tickets \$2.00 (including tax).

Tables for Bridge (Contract & Auction) and Mah Jongg and Tea Dance may be obtained from the General and Branch Secretaries, Messrs. J. P. Braga and Ho Leung and the Hong Kong Hotel. Convenors of tables must provide their own cards and Mah Jongg Sets.

Prizes for Bridge, Mah Jongg and Spot Dance for ladies and gentlemen.

## NEW SEASON'S—

# RAINCOATS

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Also—

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**ELITE STYLES**  
A. P. C. Building.

CHILDREN'S COATS SPECIALLY FOR SCHOOL WEAR.

## POST OFFICE NOTICE

From	Per	Date
Japan	Ridderpore	February 27.
Shanghai and Amoy	Tjibadak	February 28.
Calcutta and Straits	Yuen-sang	February 29.
Manila	Pres. Lincoln	February 29.
Japan and Shanghai	D'Arctang	March 1.
Straits	Yaukuni Maru	March 1.
Japan	Tanda	March 2.
Saloon	Felix Roussel	March 2.
London Parcels only London, 28th January	Patroclus	March 4.
Japan	Haruna Maru	March 4.
Amoy	Tiawwa	March 4.
Japan	Sydney Maru	March 5.
U.S.A., Honolulu, Japan & Shanghai (San Francisco, 6th February)	Pres. Folk	March 5.
Australia and Manila	Nankin	March 5.
Japan	Chichibu Maru	March 5.
Japan	Arisoea Maru	March 6.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 12th Feb.)	Pres. Coolidge	March 7.
Calcutta and Straits	Talma	March 9.
Japan and Shanghai	Carthage	March 11.
U.S.A., Canada, Japan and Shanghai (Seattle, 20th Feb.)	Pres. Jefferson	March 11.
For	Per	Date and Time.
Straits	Ridderpore	Sat., Feb. 27, 2.30 p.m.
Haiphong	Canton	Sat., Feb. 27, 2.30 p.m.
Foochow	Liangchow	Sat., Feb. 27, 2.30 p.m.
Saloon	Halvard	Sat., Feb. 27, 4.30 p.m.
Manila	Pres. Taft	Sat., Feb. 27, 4.30 p.m.
Hothow, Pakhoi and Haiphong	Com. Henri Riviere	Sat., Feb. 27, 5 p.m.
Swatow	Sinkiang	Sun., Feb. 28, 5.30 p.m.
Bangkok via Swatow	Anshun	Sun., Feb. 28, 5.30 p.m.
Swatow	Hydrangea	Mon., Feb. 28, 3 p.m.
Amoy	Anting	Mon., Feb. 29, 5.30 p.m.
Amoy	Yuen-sang	Mon., Feb. 29, 5 p.m.
Japan and "Canada"	Hikawa Maru	Mon., Feb. 29, 5 p.m. (Due Vancouver B.C., 21st March).
Shanghai and "Europe via Siberia"	Hikawa Maru	Mon., Feb. 29, 5 p.m.
	Letiers	Feb. 29, 5 p.m.
Manila, Makassar and Sourabaya	Tjibadak	Tues., Mar. 1, 9.30 a.m.
Swatow, Amoy and Formosa	Canton Maru	Tues., Mar. 1, 10.30 a.m.
Fort Bayard, Hothow, Pakhoi and Haiphong	Tonkin	Tues., Mar. 1, Noon.

## SHARE PRICES.

### TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Hongkong Bank, \$1840 ea.	Chartered Banks, \$12 n.	Mercantile A. and B., \$18 n.	East Asia, \$127½ n.	Insurance.
Canton Ins., \$1,850 n.	Union Ins., \$407½ ea.	China Underwriters, \$4.62½ n.	China Fires, \$590 n.	H.K. Fire Ins., \$1,250 n.
Shipping.	Douglases, \$28 b.	H. K. Steamboats, \$28 n.	Indo-China, (Prof.), \$32 n.	Union Waterboats, \$25 n.
Mining.	Benguet, \$11.75 n.	Kallana, 25/ n.	Shai Explorations, \$1.210 n.	Raua, \$89 n.
Docks, etc.	Kowloon Wharves, \$154½ n.	Whampoa Docks, \$29 n.	South China Motors \$10 n.	Providents (old), \$4.90 ea.
Hongkew, \$1.220 n.	New Engineers, \$1.6 n.	Shanghai Docks, \$1.90½ n.	Cottons.	Ewo Cottons \$1.14½ n.
Shanghai Cottons, \$1.60½ n.	Zoon Sings, \$1.1½ n.			

### Lands, Hotels, etc.

H.K. Hotel (old) \$13.25 b.	H.K. S. Hotels (new) \$13 n.	H. K. Lands, \$74 ea.	Shai Lands, \$1.30 n.	Humphreys' (old) \$19½ n.
Realties, \$11.65 n.	Public Utilities.	Tramways, \$20.10 b.	Peak Trams, (old), \$15.60 n.	Star Forries, \$94 n.
China Lights, \$21 n.	H. K. Electric, \$75 n.	Macao Electric, \$23 n.	Telephones, \$43 n.	China Buses, \$1.16 n.
Singapore Tractions, 3/- n.	Industrials.	Malacca, \$38 n.	Canton Ice, \$5 n.	Cements (com.), \$16.25 ea.
Ropes, \$16 n.	Stores, etc.	Dairy Farms, \$29½ b.	Watsons, \$16.50 n.	Der A. Wings, \$1 n.
Lane Crawford, \$5 n.	Mackintosh, \$19 b.	Sinceres, \$16 n.	Powells, \$3.60 n.	Miscellaneous.
Amusements, \$19½ b.	Entertainments, (old) \$1.64 n.	Constructions (old) \$5.15 n.	S. C. Enterprises \$10 n.	H. Ind. G. Bonds, \$53½ n.
Loans, \$3½ b. Prem.	Constructions, \$1.70 n.			



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Delivered to Upper Levels ..... \$25.00 per ton  
" " Med. Levels ..... \$24.00 " "  
" " Lower Levels & Kowloon \$23.00 " "

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## K.R.A. ANNUAL MEETING.

### COMPLAINT OF OFFICIAL TARDINESS.

### HOSPITAL MATTERS.

Criticism of Government tardiness in carrying out necessary public works in Kowloon was made by the President and members at the annual general meeting of the Kowloon Residents Association last evening, presided over by Mr. F. C. Mow Fung.

The Chairman said in part: Three important problems which entailed much thought and patience for several years may now be looked upon as troubles of the past. The control of traffic at the "Star" Ferry Approach requires but one or two minor improvements to make it as satisfactory as it is possible to be; the Children's Playgrounds abutting Chatham and Middle Roads are extensively used and are undoubtedly a boon to the little ones residing in the vicinity; the Bus service in Kowloon is now operating with a minimum of complaints and can compare favourably with any other in the Far East. Such items of smaller moment as railway noises, hours for collecting house refuse, annoyance caused by hawkers, etc., have been satisfactorily dealt with, and the information that Government decided not to proceed with the threatened reduction of the street lighting will certainly have been received with gratification.

Disappointment will however be felt that there was not a more definite and substantial response to our representations regarding the inadequacy of the Kowloon Hospital, the need of a suitable main Post Office building, the more effective policing of Kowloon-Tong, and the provision of fire-protection for the rural districts.

#### Kowloon Hospital.

The subject of the Kowloon Hospital as recorded in the annals of the Association does not provide very pleasant reading, but it will serve no useful purpose to open up old sores. It will however be interesting to recall that at the annual general meeting held on February 9th, 1925, several months before the opening of the hospital—the President of the Association stated that the accommodation was "miserably inadequate; that this statement was fully justified, experience has proved. While there are mitigating circumstances in the fact that the phenomenal rapid expansion of Kowloon during the last few years could not have been foreseen, surely some steps should have been taken since the opening of the hospital to cope in some measure with the congestion described in the report. With such limited accommodation, it is a wonder that so large a number both of out-patients and in-patients can be attended to, and it speaks volumes for the energy and resource of the medical and nursing staffs. The Government maintains that the present staff of medical officers and nursing sisters is adequate for the efficient working of the hospital, but I venture to opine that very little time is left to them for rest and recreation. It is some consolation to note that the need for further enlargement of the Kowloon Hospital is now realized by Government, but when the work is proceeded with depends on the well-known proviso "as soon as funds permit".

Regarding the provision of a maternity ward, over six years have elapsed since the hospital was opened and still there are no facilities for the admission of maternity cases. Certainly, an attempt has been made in this direction by the authorities; a maternity block was planned and in nearing completion, but owing to the extremely pressing need for additional ordinary accommodation, your Committee could not do otherwise than recommend that this building be used for general cases. We have just heard from Government that the construction of a new block to enable the provision of a maternity ward will be put in hand as soon as funds permit. In

the meantime, Victoria Hospital on the misty heights of Barker Road is to continue being the venue where the babies of Kowloon will commence their mundane career.

Main Post Office Building. The defective postal service in Kowloon during the past few years has been patiently endured by the long-suffering residents, but of late complaints regarding delays in delivery of letters and lack of postal facilities generally became so frequent and justifiable as to almost constitute a scandal. Again it may be urged that the population has increased so amazingly that the authorities found it impossible to cope with the corresponding increase in postal business. One and all will agree with your Committee's view that in spite of all that the energetic and enterprising Post Master General can do with the present restricted accommodation and the consequent limited staff at his disposal, the only satisfactory solution of the problem lies in the construction of a new main Post Office building commensurate with Kowloon's size and importance. Again the Government is in agreement with us as to the need for a new and enlarged building, but that is as far as the matter can go until funds are made available.

#### A Paying Concern.

To the mind of the man in the street, the plea of no funds to effect any vital improvement in the postal service is inexplicable. I have always looked upon the Post Office as a Government institution which is run or should be run on a commercial basis and no one can deny that it is a very paying concern. If a private business enterprise was making similar profits from its customers, its first care would surely be to see that those customers got fair value for their money. The Post Office is also one of the government departments of Hongkong which is least affected by sterling commitments, and in view of the greatly increased postal charges which have been in force during the past eighteen months (in some cases an increase of double to what they were formerly) I do not think I am going too far when I say that the public is not getting a fair deal as regards the postal service.

#### Looking Into the Future.

Nevertheless there is a hope that in the dim future we will have a new post office building in Kowloon, and it might be as well however early to suggest points as regards its design and dimensions. At the risk of being dubbed a doltish visionary, I will at once express the opinion that the new building should be so planned that it could be capable of such extension and alteration as to be eventually converted into the main Post Office General for the Colony. My reasons for this view are not far to seek. At present (and there is no likely to be any change) all important sea-borne mails are landed in Kowloon; when the Canton-Hankow railway is completed thus linking up Calais with Hongkong, rail-borne mails will probably assume large proportions and will of course be taken from the train at Kowloon. In the not far distant future, air-mails will be a commonplace feature and will also of course be landed at Kowloon. Now it is only logical to presume that in order to obtain the maximum efficiency in a postal service, the central or main Post Office—the headquarters for sorting and dispatch of mails, administrative control etc., should be located nearest the point where the bags are landed or loaded.

#### Signs of Prosperity.

In this Colony of ours, the keen observer finds it hard to believe that there is such a thing in Hongkong as financial stringency. The influx of money steadily continues and on all sides particularly in Kowloon can one see signs of prosperity and advancement. Throughout the peninsula and New Kowloon, an enormous volume of building construction is in progress; during the past year there was even a land boom in the Mongkok-Sumshupo district. Last month, an extensive building scheme covering an area of 3,500,000 square feet was initiated on

Waterloo Road and similar large projects are contemplated. During 1931 the state of trade in Hongkong has been very far from depressed; there appears to be no decrease in the tonnage patronizing the harbour and the wharves and godowns have been and still are as busy as ever. In face of all this, financial stress on the part of the Government seems to be paradoxical.

#### Confidence in the Future.

Be that as it may, it is gratifying to note that there is certainly no gloomy outlook on the part of the general public, and we may well hope that in 1932 with the rising value of the dollar (advance from 1/- to over 1/5/- since the budget was adopted), the Government's optimism will return and that its finances will enable urgent public improvements in Kowloon to be carried out.

#### Smoke and Dust.

In seconding the report, Mr. E. Cook, said:

In his review the President has covered most of the ground but there is one matter to which I should have liked to hear him refer—smoke. Smoke and dust are markedly on the increase and it is to be hoped that means will be devised for checking them, for they are bound to be bad for everybody but particularly for those who live in densely populated areas and amongst whom there are many cases of tuberculosis and phthisis.

If, as appears to be the case, the general health is better in the summer than in the winter it may well be attributed to the rain and so I think the experiment of sprinkling the streets and washing the gutters with sea water might well be tried during the dry months.

#### Honorary Life Members.

Mr. Mow Fung said: Referring to the new rule passed earlier in the evening, two gentlemen have been previously elected Honorary Life Members of the Association—Mr. B. L. Frost in 1926, and Mr. W. J. Stokes in 1930. There is no need for me to recall the valuable services rendered by these two gentlemen; I beg to propose that these two appointments be confirmed under Rule 15.

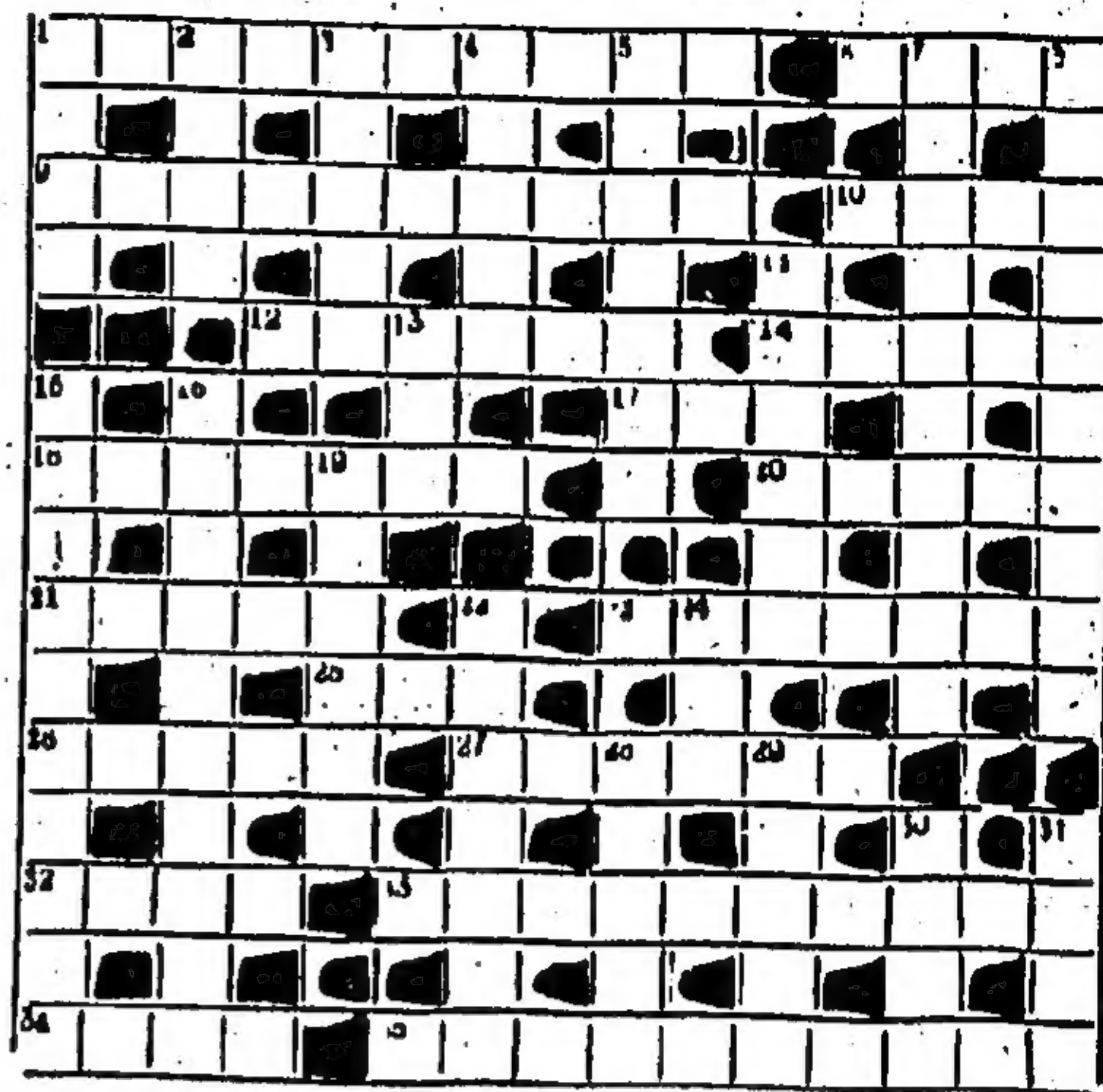
There are two other gentlemen whose names the General Committee desire to place before you for election to Honorary Life Membership; they are Sir Henry Pollock and Mr. Benjamin Wylie. Sir Henry Pollock has rendered very valuable service to the Kowloon Residents' Association; in fact he took a most prominent part in the inaugural meeting held on 20th January, 1920. A few excerpts from his illuminating address on that occasion are well worth quoting. He predicted that "the Association is destined in the future to carry with it very great results in the improvement of this Colony and especially of the Kowloon district." Speaking on the housing question he said "One point which struck me very forcibly was the fact that the best site or one of the best sites in Kowloon along Nathan Road is now occupied by stables for mules. It seems almost inconceivable that this condition of affairs should prevail."

#### Facts and Support.

In conclusion, he stated "as an unofficial member of the Council, I regard the formation of an Association like the present of very great assistance. There are two things which an unofficial member of the Council wants and which he does not always get. One is accurate information as to facts and so far as Kowloon is concerned, I shall look to your Association to supply me with that information. Another point which an unofficial member looks for and does not get in adequate backing from the public. So far as regards Kowloon, I shall look to your Association in the future for those two points." Sir Henry has always evinced a keen interest in Kowloon affairs and has proved himself to be a real friend of the Association.

Mr. Wylie's services to the Association are so well known to you all that there is no need for

## OUR BRITISH CROSSWORDS.



#### Across

- 1 Dog that appears to be nearly able to open the captain's locker.
- 6 Strange metamorphosis possible to a door.
- 9 Hold the reins would seem to suggest the inclusion of the parson.
- 10 Found in sage, but not in onions.
- 12 It sounds like Mary's signature, and might be in a gargoyle.
- 14 A biblical land and girl graduate.
- 17 The mischievous part of a dimple.
- 18 Atrocious.
- 20 Something a bull may follow—or precede.
- 21 Eve with the same on either side— Might be Mercury, in fact!
- 23 "The Scottish Velasquez."
- 25 Result of fall in something recently mentioned (that is, about a hundred).
- 26 Might be a horribly superior people. Two?
- 27 After 1000, those ancestors of ours appear in the laundries.
- 32 A Roman poet.
- 33 A very friendly note apparently as an encouragement to William.
- 34 Eat this part of a ship reversed to retreat.
- 35 A path, Angul (anag.) with this blooming beside it perhaps.

#### Down

- 1 This King is showing off.
- 2 Male member may eventually produce the rope.
- 3 This periodical appropriately starts with a play upon words.
- 4 Sporting version of poems.
- 5 A spot in Moscow.

- 7 Indian car, suggestive of vessel with nothing in it.
- 8 Here you may actually see the "stars" in the midst of their courses.
- 11 To be ambitious.
- 13 A start for a youngster.
- 15 Things found on the shore and in the wine-cellar are responsible for one form of neurasthenia.
- 16 Joint that is like the proverbial cloud's inner surface.
- 19 Do a favour to.
- 22 Appears to have all the elements of a "the chantant": annoying, isn't it?
- 24 This is everything to you and me.
- 28 Dance.
- 29 Absorbed.
- 30 A Twentieth Century soldier of fame.
- 31 Quite a lot turns on this.

#### Yesterday's Solution.

BAGGAGE DAMAGES  
BARGAIN MALARIA  
BUDGET AFFAIR  
EYES EMBELLISHED  
FINDLING GARD  
RESERVES CALENE  
COLONEL SEEKING  
OCCUPATION  
NOUN FATAL SCUL  
COUNCIL FATAL SCUL  
ENGLISH EMPLORE  
WELL-ALLOUNDER  
TIDEWAY NUNNERY

me to dilate on them. He is one of the very few founder members still residing in the Colony; he is a Past President of the Association, and has represented us on the Board of Education for many years. His keen insight into Kowloon's problems, his extensive and practical knowledge of public affairs, and his native wit and humour have been invaluable to the Committee in their deliberations. I have much pleasure in proposing that Sir Henry Pollock and Mr. Benjamin Wylie be elected Honorary Life Members of this Association. (Applause.)

#### Officers Elected.

As the nominations for officials did not exceed the number of vacancies, no election was necessary. The following were elected:—

President, Rev. W. Walton Rogers.  
Vice-President, Mr. J. M. Alves.  
Treasurer, Mr. R. Pestonji.  
Secretary, Mr. Charles E. Terry.  
General Committee:—Messrs. E. Cook, T. T. Laufenberg, W. Goldenburg, F. H. Crappell, G. C. Trevellick, B. W. Tape, G. M. Manners, H. F. Lin, D. W. Munton, Leo d'Almeida e Castro jun., F. C. Mow Fung, G. V. T. Marshall, R. T. Barrett, Li Chor-chi, H. F. Bunie, C. M. Hall and Dr. R. A. de Castro Basto.

#### Smoke Nuisance.

At the conclusion of the business on the agenda, the members were asked if they had any suggestions to make.

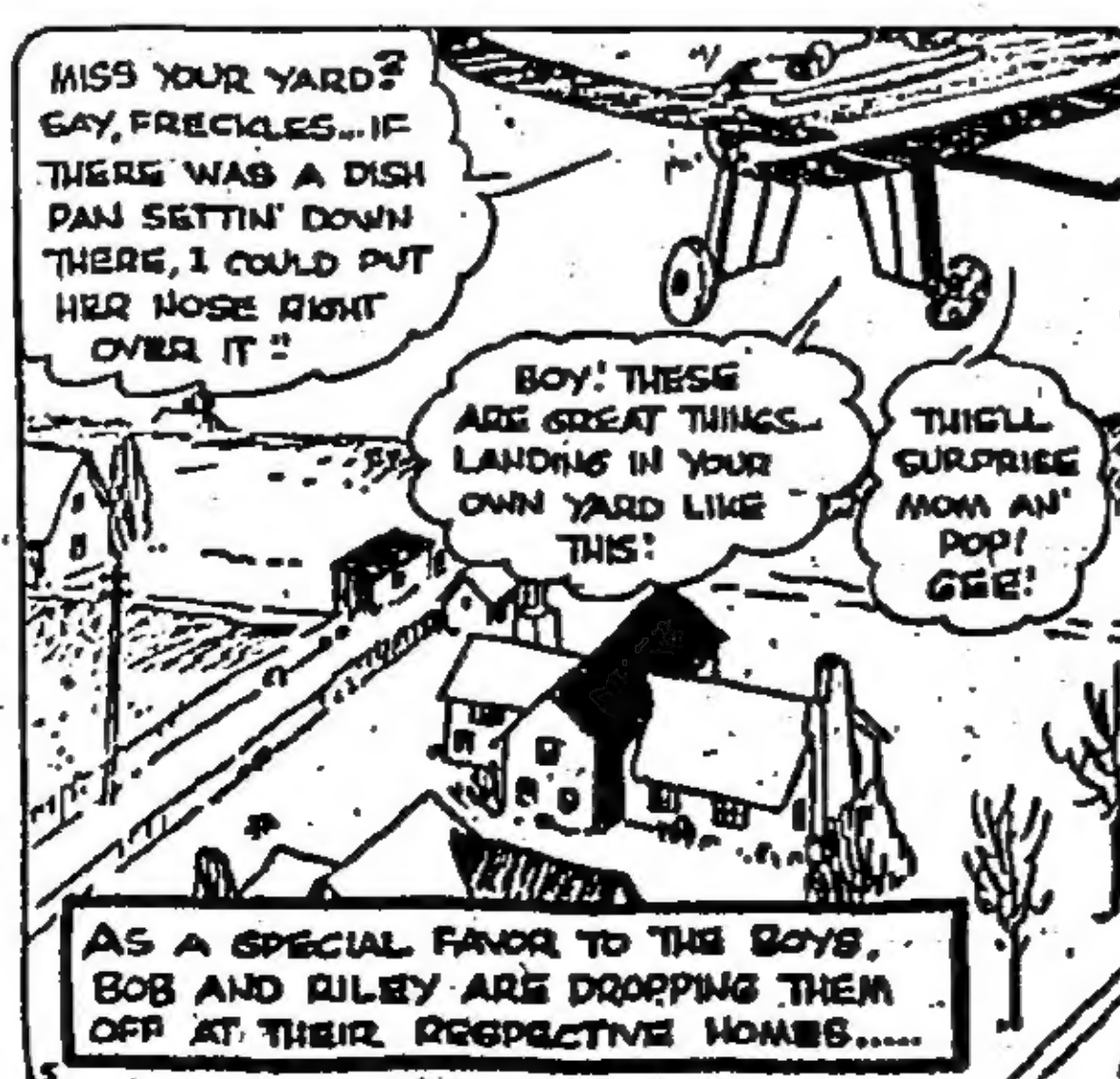
Mrs. E. Cook said she was interested in several letters published in the report in connexion with the Kowloon smoke nuisance, declaring that it was dangerous or detrimental to human life. There was no doubt she said, that the nuisance did exist, and the smell was awful.

Mr. Mow Fung admitted that the nuisance existed, but he said, what was perplexing the committee was how to deal with the problem. The Green Island Cement Company had assured them they were doing their utmost to mitigate the nuisance. It was well to remember, he said, that the smoke was not coming from a "tuppenny ha'penny" chimney pipe that could be swept away with a shake of the finger, but a big industrial concern. He would welcome any suggestions.

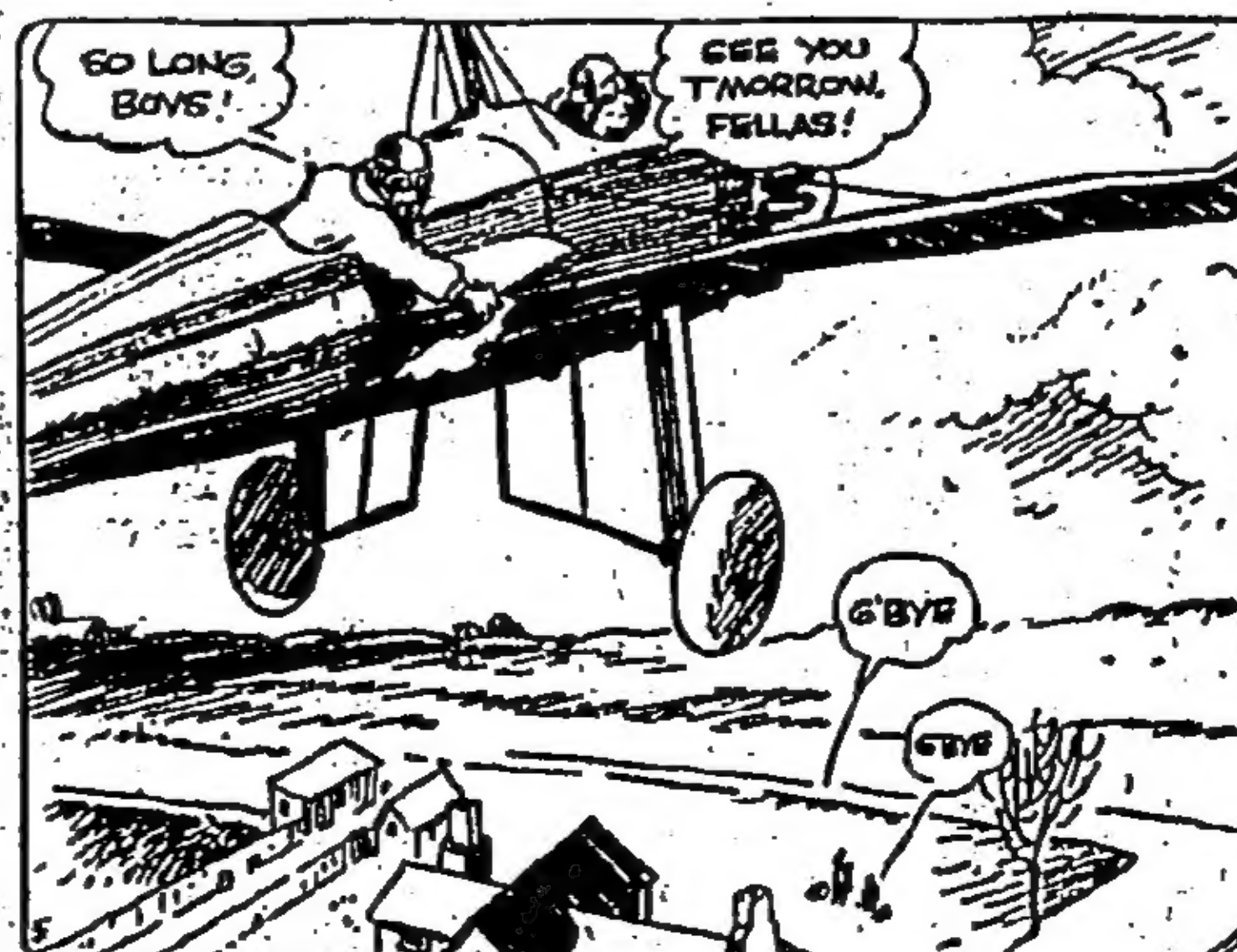
On the suggestion of Mr. W. J. Brown, the retiring treasurer, it was agreed that members, if they so desired, could pay their annual subscriptions in a lump sum of \$20.

Another matter that was brought forward was the dangerous habit of buses passing stationary vehicles at bus stops. It was declared that the traffic authorities were enquiring into the matter.

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**DUNLOP TENNIS BALLS**  
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SPORTS DEPT.

**Lane, Crawford, Ltd.****THE**  
**NEW**  
**1932****FASTEST SELLING****CAR—IN—THE****W-O-O-R-L-D****REAL—VALUE—HERE****STOP—LOOK—COMPARE****A FREE—WHEELING****SYNCO—MESH****DE—LUXE SPORTS****ROADSTER****WITH**  
BUMPERS  
TIRE COVERS  
SPARE TIRES & TUBES  
TRUNK RACK & TRUNK**Price \$3,120.**May be Inspected at Our  
Stubbs' Road Garage.**THE HONGKONG HOTEL**  
**GARAGE.**The Hongkong & Shanghai Hotels, Ltd.  
Incorporated in Hongkong.  
22, Queen's Road C. and Stubbs Road.*The*  
**Hongkong Telegraph.**

SATURDAY, FEBRUARY 27, 1932.

**AMERICA AND THE**  
**LEAGUE.**

American impatience over the seeming ineptitude of League of Nations to stop the fighting in the Far East reflects a view which is quite widespread, and there is now some indication of all the Powers with interests in the Orient coming into line. The new diplomacy envisaged by the Kellogg Pact has obviously made little impression on Japan. Indeed, for that matter, the idealism which it reflects is based not on a conviction of its real value, not on a vision of a world which wholeheartedly is done with war as an evil thing, but on the fear of economic chaos which another war would produce, and on the growing apprehension of the fact that armaments can only be maintained to the injury of trade and the prevention of the amelioration of the condition of the social life of the nations. Fear rather than hope is behind the League of Nations and the Kellogg Pact. A vision of the hell of the Great War, not of the coming Age of Gold, is the driving force which has roped in the Governments of the world. Idealism is indeed at work. In the end it may be hoped to replace the lower motives which are effective at the moment. But for the time being Japan has not misread the state of things. How far can she go? She has challenged the new system, and with her success or failure stands or falls the new diplomacy and with it the hope of the survival of civilisation. She has set to work to smash the clay feet of the imposing idol. Can it continue to stand? We confess that since the League made its response to the challenge last October, and then tamely gave way before the fait accompli, the chance of the survival of idealism as an instrument of national policy has greatly diminished. The League, dogged by the shady past and the resurgence of the mentality of pre-war diplomacy, has appeared to be swept off its feet by the actual situation now presented. Once before, in the dispute between Italy and Greece, it succumbed to the fait accompli. It is in peril of doing so again. Yet to do so is to give away the whole case for the League. If whenever a nation feels that circumstances are such as to demand its disregard of moral considerations, and feels it

self strong enough to face the criticism which its action will evoke, it can just go ahead, winning its objective under a smoke-screen of words, then the League becomes an amiable and ineffective debating society.

The American effort to safeguard herself against the fait accompli is understandable, but it remains to be seen how far it will be effective in restraining Japan. We do not presume that she will feel disposed to carry her protest to the test of war. Yet the situation is one calling for strong action if there is to be any hope of success. Not only is there a threat to bits of paper like the League Covenant and the Nine-Power Treaty, but there are the solid material interests of the International Settlement in Shanghai and of trade in all parts of China. The need of the moment is for all the Powers, whether members of the League or not, to show some signs of facing the realities and thus range themselves on the side of respect for international law.

**The Cost of the League.**

The campaign against British association with the League of Nations on the ground, above all things of economy, is still being pursued by a section of the British Press. Questions have been asked in Parliament regarding the matter, and Captain Eden disclosed on Wednesday that Britain's contribution to the League's total expenses, £11,000,000, has been £1,080,000. The figures themselves suggest that the agitation is nothing less than a ramp. The cost to Great Britain of its steady support of League activities has been less than £100,000 a year. This is less than the annual cost of Colony Hatch or of the Victoria and Albert Museum. It is probably less than the cost of looking after the men whose minds were destroyed by the war. And when we inquire a little farther we discover that the League actually costs us just about nothing at all. For it was the League which brought about the financial reconstruction of Austria whose two million debt to us had been previously written off as a hopelessly bad one. Since the League took the matter in hand Austria has been paying us each year the whole annual cost of the League. And, if we are talking about wasteful expenditure, what of the £138,000 a year we now spend in research on chemical warfare? We have agreed to renounce both chemical warfare and research upon it, but we spend more on it than on the League, whose object is to prevent war—which we have also renounced.

**SUPER SERVICING.****DEMANDS OF THE MODERN MOTOR OWNER.**

The inherent common sense of the Oil and Motor trades has never been more convincingly proved than by the present marked tendency of Service Stations to concentrate more and more on selling service. Less and less do traders regard themselves and act as uninspired retailers of motoring necessities. Now-a-days there are few car owners to whom mechanics and the care of their cars are a hobby. Motoring may be a hobby, but care and maintenance has come to be looked on as a necessity, but none the less a nuisance.

This opens up an immense field to the Service man, and that this fact has not escaped the notice of the industries concerned is proved by the fine Service Station built by Messrs. Asiatic Petroleum Company, and operated by Messrs. Wallace Harper. This station, which was opened recently, is situated near the corner of Hennessy and Johnstone roads, and will, one feels, appeal to all for its eminently practical design, in attaining which, however, those concerned have also been able to erect a building notable for its pleasing appearance, an achievement which is not always realised in such an undertaking.

**Most Up-To-Date.**

In this, the newest of Hongkong's Service Stations, everything in the way of up-to-date equipment and methods is to be found, which is not surprising when one remembers the high reputation which has been established by the parties to this enterprise. An improved type of hydraulic lift has been installed which has the advantage that it leaves the wheels of the car free, so that while greasing, etc., is taking place brakes may be adjusted, brake linings examined, and wheels changed, etc. This lift is adapted to lifting every type of car. Need-

**DAY BY DAY**

THE RACE WHICH PRODUCED MOSES, ISRAEL, AND SPINOZA, HAS STILL OTHER MESSAGES TO SPEAK. IT WILL SURELY NOT FLOWER INTO A THIRD NATIONAL PERIOD WITHOUT BEARING SOME NEW PRECIOUS FRUIT FOR THE HUMAN RACE.—Israel Zangwill.

The P. & O. s.s. Karmala from Hongkong arrived in London on the 21st February at 8 a.m.

The Gazette notifies that His Honour Mr. Justice Wood resumed duty as Judge on the 20th instant.

His Excellency the Governor has appointed Mr. Ng Mui Kai to act as Assistant Secretary to the Sanitary Board.

His Excellency the Governor has appointed Colonel Stuart Boyd, D.S.O., to be a Member of the Authorized Architects Committee, replacing Colonel R. B. Skinner, O.B.E., resigned.

It is notified that at the expiration of three months, the Our Store, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

It is notified that during the absence on leave of Monsieur Francisco Bonachea y Romero, Consul for Cuba in Hongkong, Mr. Orlando de Lara will be Acting Consul in charge of the Cuban Consulate.

The death occurred at the Canossa Hospital on Wednesday, of Sister Enrica Adamoli, one of the best known of the members of the Canossian Institute in Hongkong, and a resident for many years. The funeral took place on Thursday at Happy Valley, when Rev. G. M. Spada officiated at the graveside. Among the large gathering at the funeral were representatives of all the Catholic orders in Hongkong, Hon. Mr. J. P. Braga, Mr. F. X. d'Almada e Castro, Mr. A. Vannini, Dr. M. O. Pfister and the Italian Consul.

less to say, high pressure greasing by means of an electrically driven greaser is employed, and Messrs. Asiatic Petroleum Company have imported a special type of chassis greaser for use with this equipment. The oil in the engine, gear box and back-axle may be changed if desired, and the components in question flushed out. Here again is example of the up-to-date equipment of this Super Service Station. An ingenious flusher is employed, which, by means of a small adjustment reverses its action, and extracts the oil from the gear-box, or other component being cleaned.

**Cars Protected.**

A point which will appeal to all car owners is the provision of specially-made covers for the wings, bonnet, steering-wheel, etc., of the car, so that no one need ever be afraid of leaving the station with greasy marks all over the car. How often has one driven away from a garage, to find one's hands black from grease and oil left on the steering-wheel. It is to be expected that this feature will prove especially popular with lady motorists.

Air and water are of course laid on, and this service being duplicated, cars taking motor spirit can obtain these at the same time as cars on the greasing lift.

A full range of Shell products are available at the station, and it is only necessary to see the number of cars being serviced throughout the day to realise their popularity. It is to be expected that this will prove a most successful enterprise.

**Bulls and Inners**

□ □ From the Office Butts. □ □

This nudist correspondence, appropriately enough, has developed into a mutual taking-off.

One of the drawbacks about being a millionaire is that you're always liable to win the big sweeps.

The distance post has proved more attractive to business men in Hongkong this week that the mail from Home.

There is no truth in the rumour that the Dairy Farm Co. will place one of its freezing rooms at the disposal of nudists who wish to get into form for next winter.

Bon-bons were used instead of confetti at a confectioner's wedding recently. Bricklayers are likely to remain bachelors.

From the amount of work which some of our taipans have done this week, they might just as well have been heads of Government departments.

First it was the Northern situation, then the Races, and then the Settlement, which has kept our share market idle. Perhaps it has never struck the brokers that people are really hard up.

A clergyman says betting is a means of getting something for nothing. Or vice versa.

We hear of a jockey who lost \$200 at the Races. He was evidently on the wrong horse.

The University Union debate suggests that woman's emancipation won't be complete until someone has invented a home that can be run from the energy diffused at the weekly bridge drive.

One thing, the presence of most of our taipans at the Races enabled business staffs to get some real work done.

The Chinese commander states that his men are not bloody warriors. The Japanese probably say they are.

[Being in love is said to induce a state of mind similar to intoxication.] Should maiden decide on the role of a bride.

And her suitors are no less than nine. She may glance with disdain on the eloquent swain who declares that she's simply divine.

The young man of her choice will be wobbly of voice and a trifle unsteady of gait. For devotion like this means connubial bliss. With the chap who's won—over the eight.

Radio sets seem to be of two kinds—Portable, and insupportable.

"There are far too many people," says a writer, "with only the haziest idea of what they are aiming at." One of them must have been the jockey we backed this week.

The modern gaol is said to resemble a school more than a prison. All the same, the inmates complain that the terms are too long.

Short selling is the sale of shares you don't own. Most of us would be delighted if we could sell those we do own.

An American paper suggests that if the Japanese are so keen on chasing bandits out of places, they should be invited to Chicago.

It seems that the main effect of the Open Door in China has been to let the horse out of the stable.

Players of wind instruments are asked to join the H.K. Orchestra Society, but this does not make every local blow-hard eligible.

These war debt discussions seem to suggest that it was an economic error to allow Germany to lose the war.

These motor-cars to fit all pockets ought to help in solving the parking problem.

Some race-owners say they keep stables for enjoyment, and not profit. Just hobby-horses.

"The stuff that dreams are made on." Caused Shakespeare oft to think.

Perhaps Intrepid Kaye Don, Dreamt that his boat would sink. But psycho folk know better. That facts and dreams don't fit.

You can't go by the letter, But by the opposite. For instance, if you're dreaming Of roses smelling sweet, Of silvery waters streaming, And playing round your feet, It means perhaps that onions You should avoid with lunch; Or that you may have bunions; Or some such Freudish hunch. No matter what your vision, Unless you've psychic sense, It's bound to need revision. To change or else condense. So don't let nightmares scare you; Nor raise the upright breeze, Though next time take more care, you, Go without the cheese! —CYN.

The economist who stated that the world is on the threshold of tremendous prosperity forgot to explain whether the world is going in or coming out.

A local resident says he has lost confidence in nony-racing. Most of us have lost more than that.

"Bulls are already coming up," says a Peak amateur gardener. Ours did that long ago, thanks to the next-door cat.

After digesting Dr. Harklot's lecture on snakes, the victim of snakebite to take alcohol only in small quantities.

The gentleman who lectured on dreams just before the Races failed to prescribe any method whereby the right number could be indicated.

We know a man who, if the winning number had been halved and the last figure had been the first, would have nearly won the Champions Sweep.

**SUGAR MARKET.****THE LATEST CABLED QUOTATIONS.**

The following cable at the close of the sugar market yesterday has been received by Messrs. Penreath and Co.

**London: Terminals.**

March 6/1 1/2 no change.

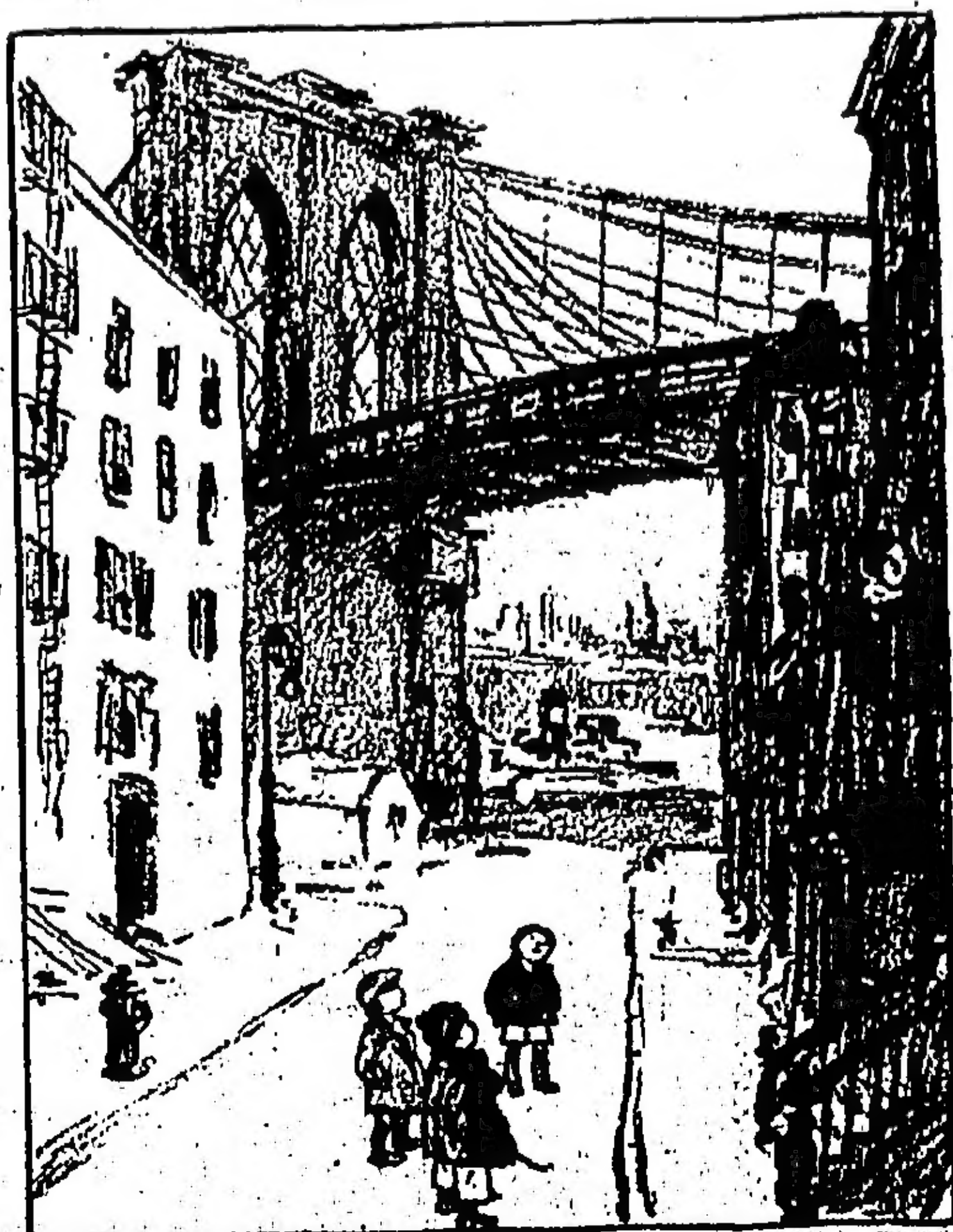
May 6/3 1/2 down 1/4d.

August 6/6 1/2 down 1/4d.

December 6/9 down 1/4d.

**New York: Terminals.**

No report.



"Hurry up and get well before the snow goes away—or loan us your sled."



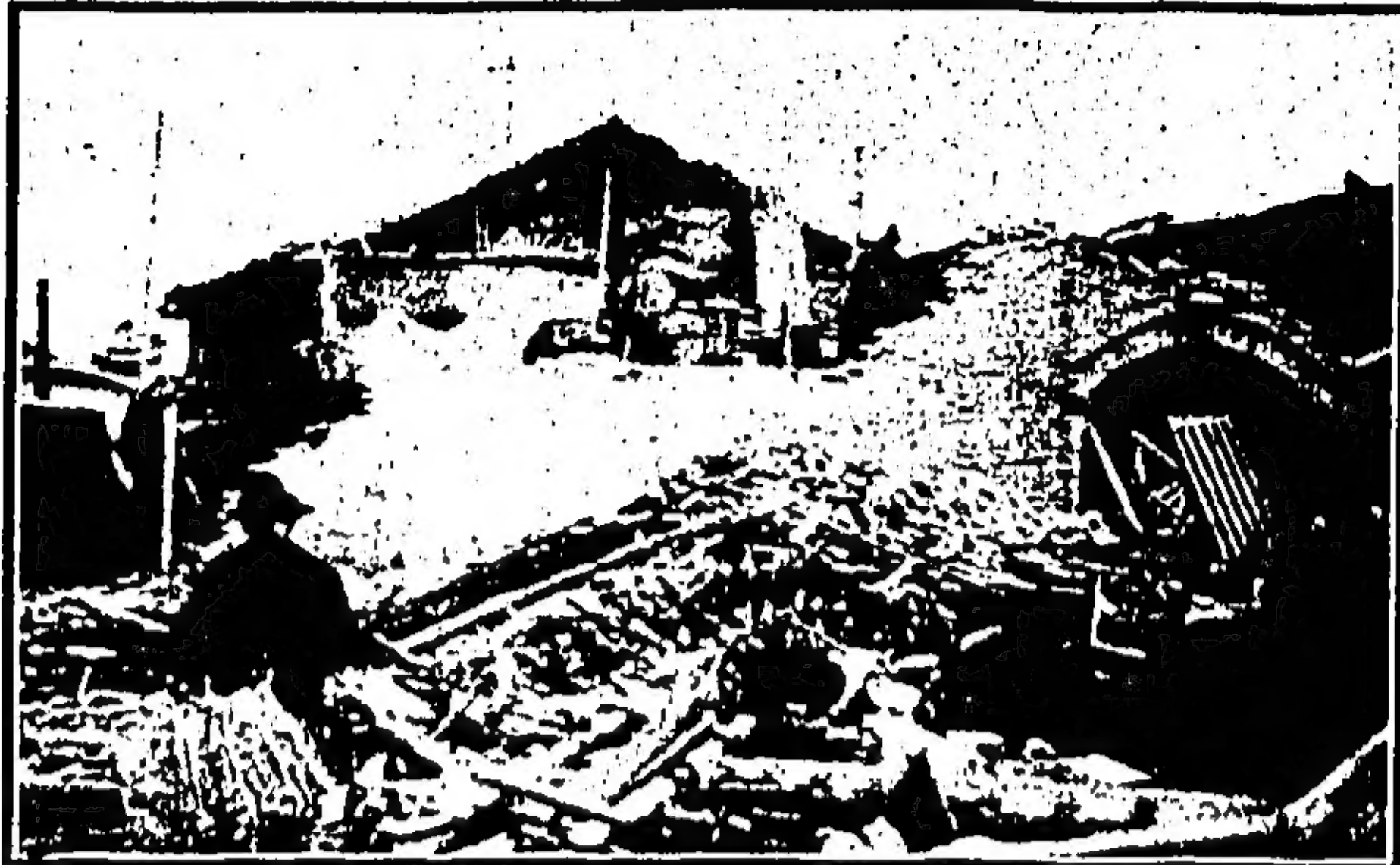
**The NEW SPARTONS**  
 SUPER-MODERN  
 ADVERTISED, TRAVEL, LOCAL RADIO SERVICE, TEL. 27806.  
 DISTRIBUTIONS: HONGKONG HOTEL GARAGE, Telephone 23121.

# Hongkong Telegraph.

## Pictorial Supplement

February 27th. 1932.

**THE St. FRANCIS HOTEL.**  
 MODERN LOUNGES & RESTROOMS  
 HIGH CLASS CATERING.  
 UNDER THE PERSONAL SUPERVISION OF  
**ALPHONSE**



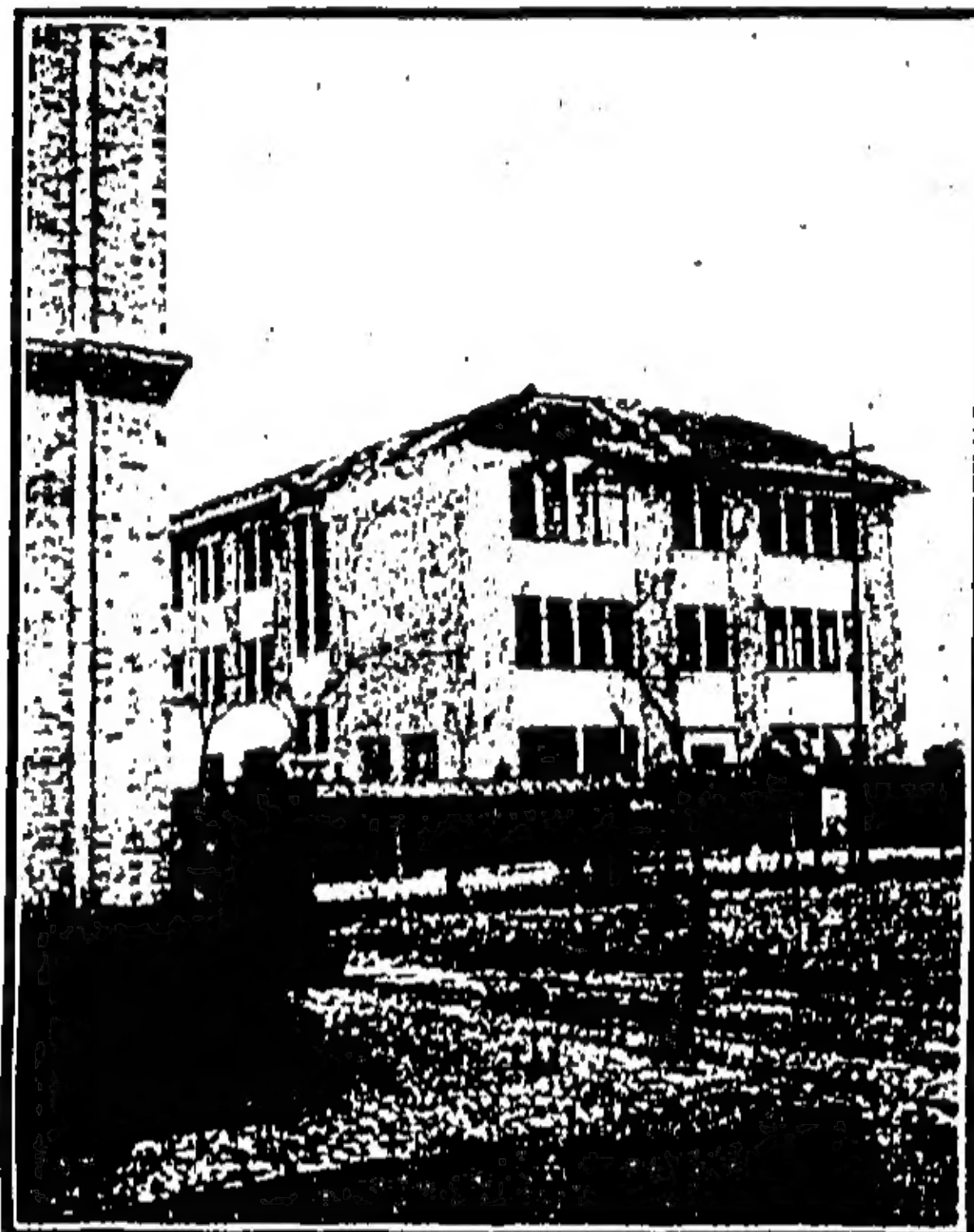
Although the sides of this house in Chapei had been blown away by Japanese aerial bombs, this intrepid inhabitant still carries on.



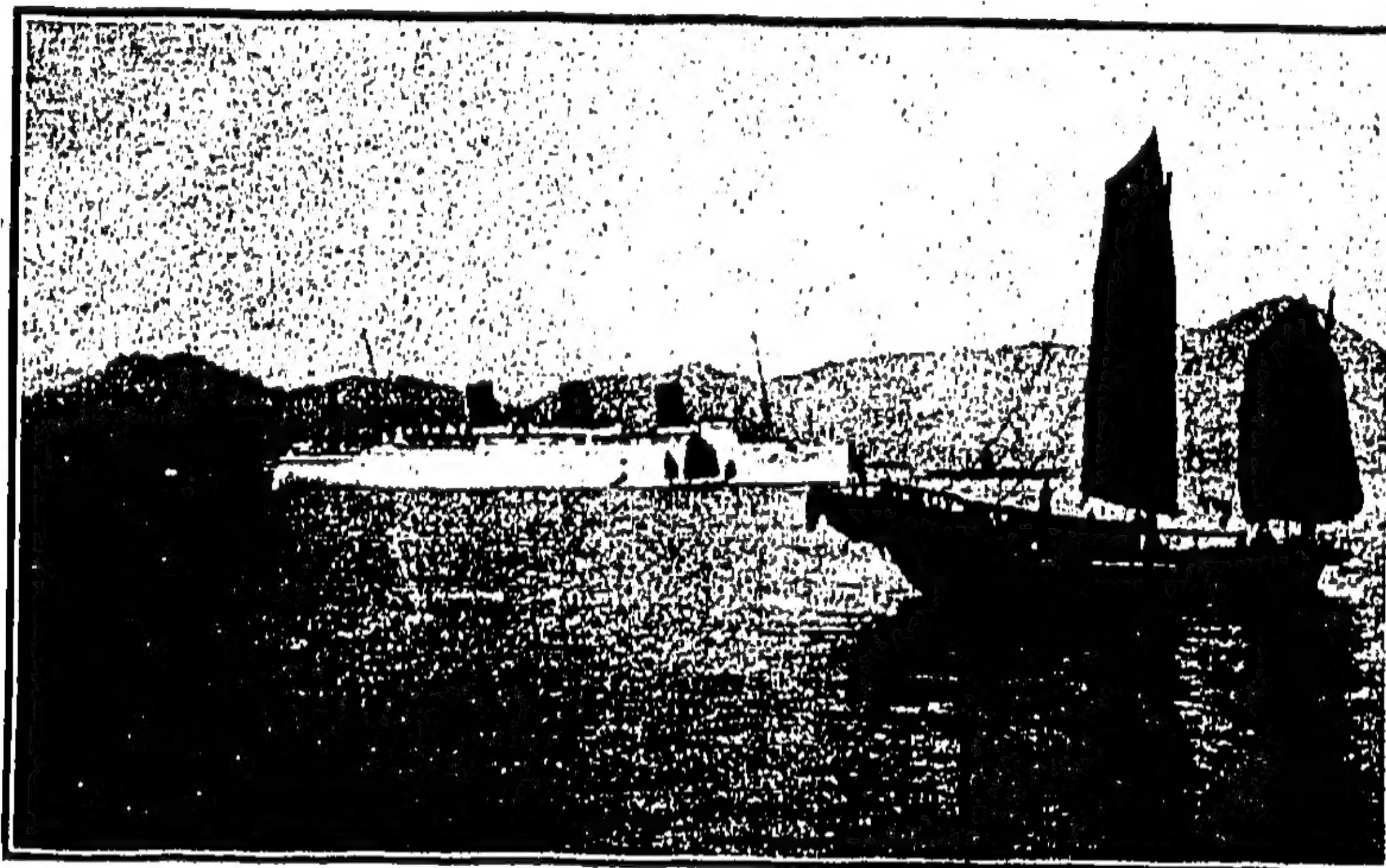
Close-up of a Chapei resident preparing his meal in what is left of his bombed home.



Another photograph showing the devastation caused in Chapei by the Japanese aerial bombardment.



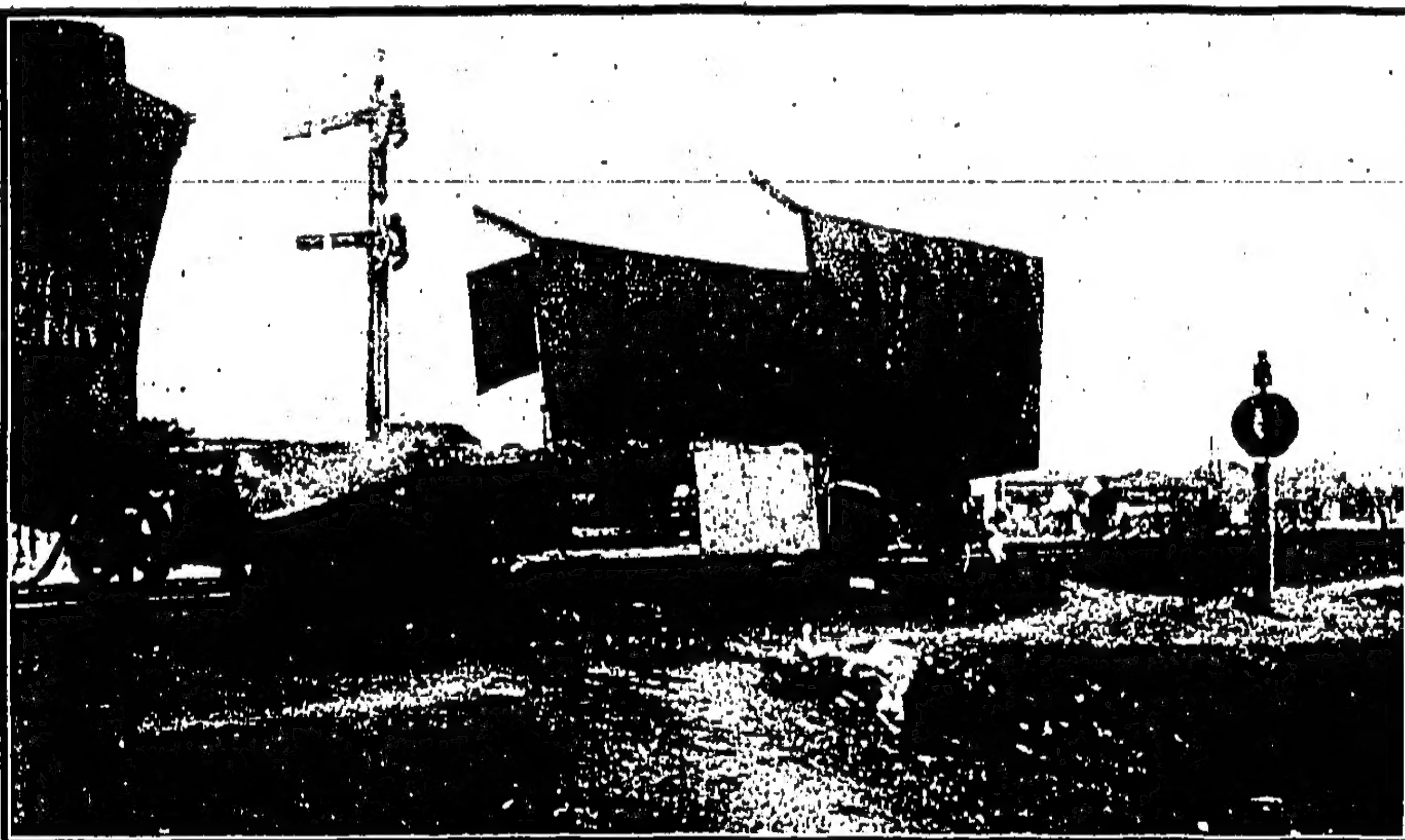
Sinan University in Chenju, after it had been hit by a bomb dropped by a Japanese airman.



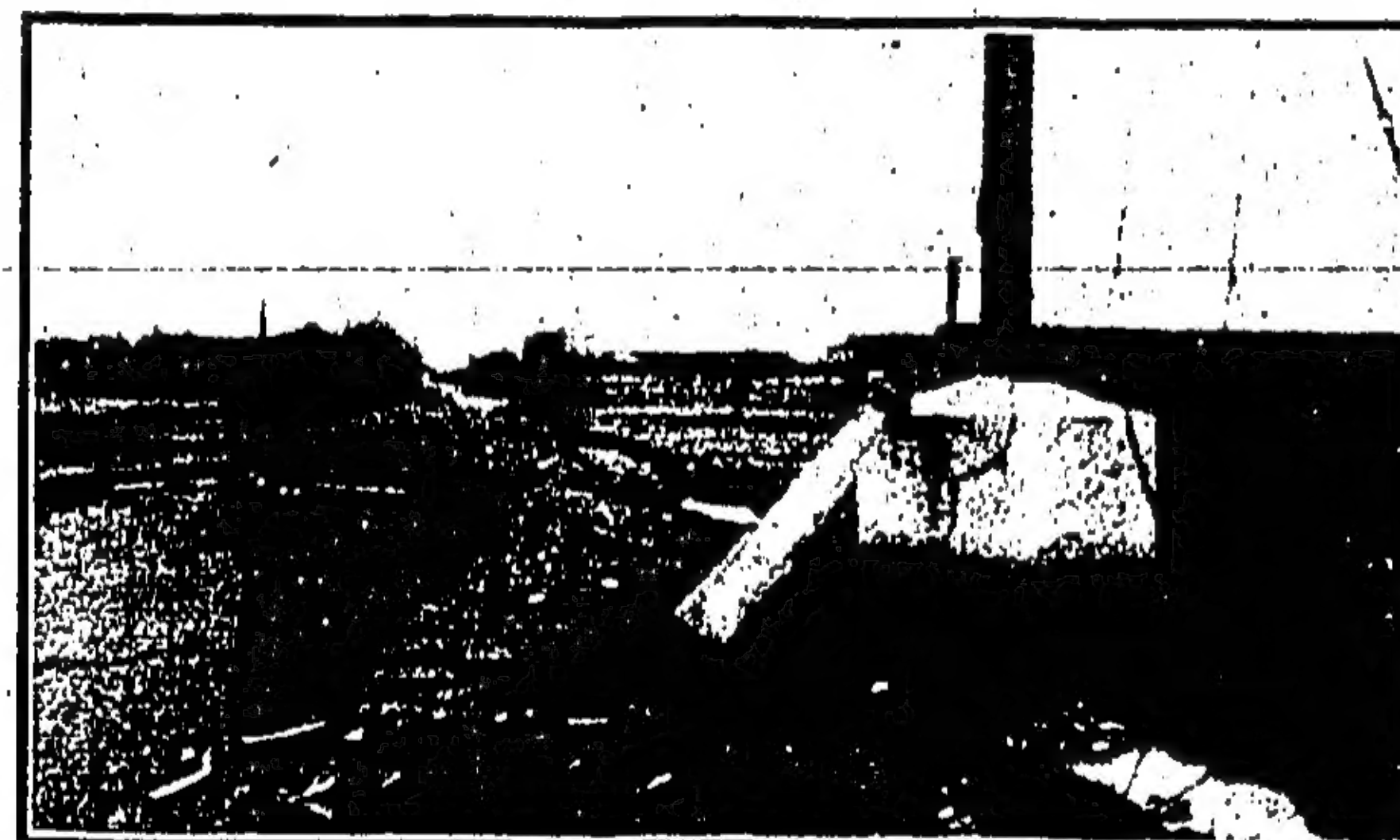
Another "Ancient and Modern" study in Hongkong harbour, showing the mammoth liner Empress of Britain and a Chinese junk.



Mr. Dyer's Change (Mr. Heard up) after winning the Sydney Maiden Stakes in record time. (Photo: Mee Cheung).



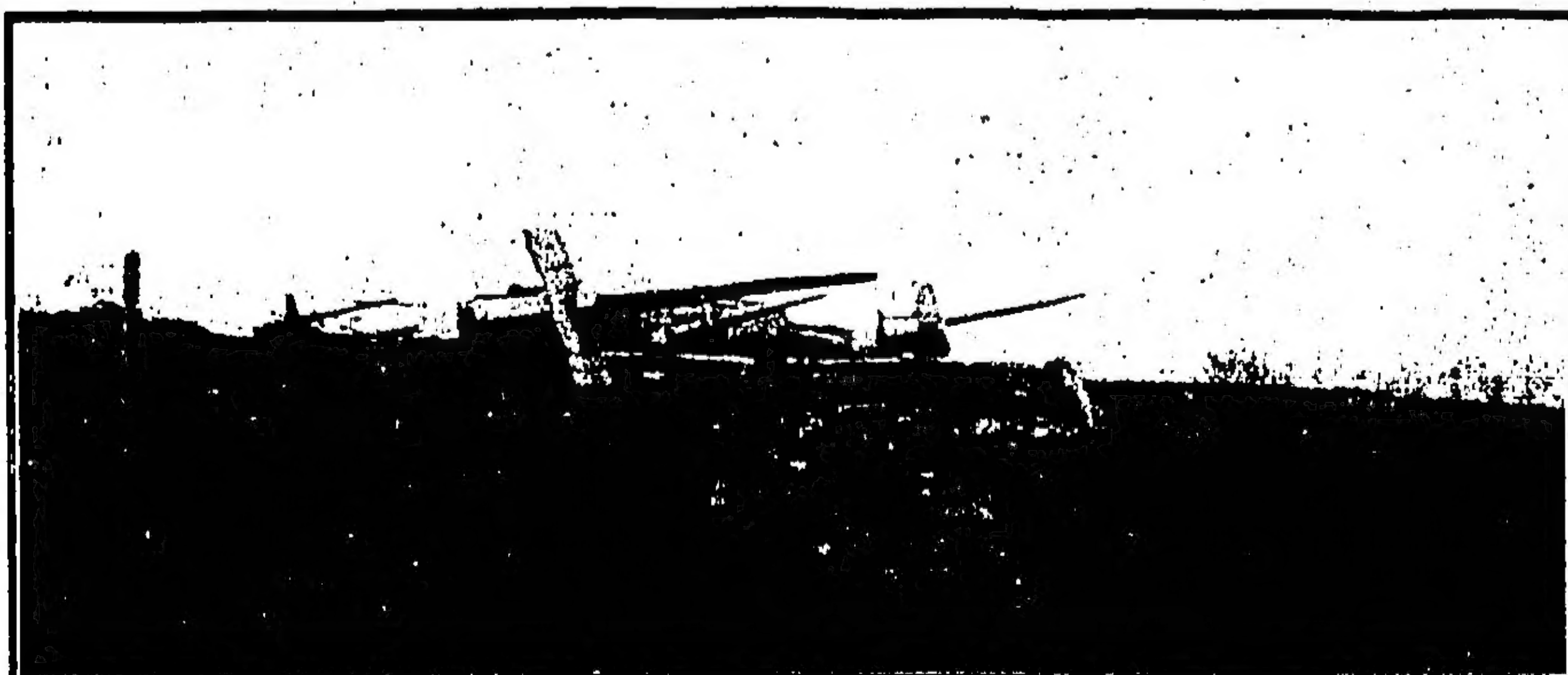
Our picture shows a Chinese troop train which was wrecked by Japanese aerial bombs at Chenju.



This picture illustrates how the wireless equipment at Woosung Forts has been damaged by Japanese bombardments.



Mr. Brish's Much Ado (Mr. Frost up) which deadheaded with Buchanan in record time for the Wongasichong Stakes. (Photo: Mee Cheung).



Here are seen some of the Chinese guns on the outworks of Woosung Forts, of which the Japanese have still failed to take possession.

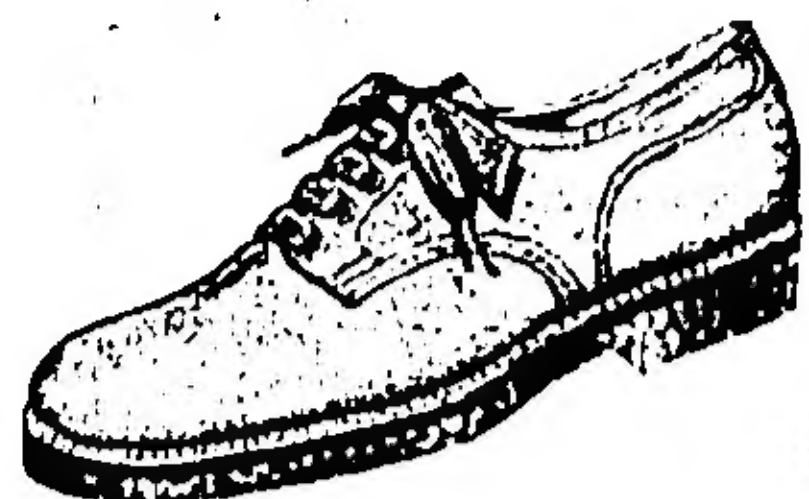


Captain B. Branch, Official Messenger, is shortly leaving the Colony on retirement after more than 40 years' residence here. He is seen above, ninth from left in front row, on the occasion of a presentation made by members of the staff of his office.



# GLENEAGLES GOLF SHOES

With Royal & Ancient Rubber Soles.



Whether you are an enthusiastic golfer or walker, you will be pleased with this comfortably made solid shoe, every inch of which will stand the most rigid tests of hard usage. The designing has been contrived to give the greatest ease, which is so necessary in a sports shoe, and we can confidently recommend this shoe to give the utmost satisfaction.

**MACKINTOSH'S LTD**  
MEN'S WEAR SPECIALISTS

*Your*  
breakfast  
beverage  
*reduced*  
in price



AT THE PRESENT LOW PRICES "Ovaltine" stands supreme as the beverage which, at the lowest cost, most abundantly supplies the essential food elements which create health and vitality. It is highly concentrated, easily digested, and correctly balanced.

THE INGREDIENTS from which "Ovaltine" is prepared—malt, milk, eggs, and cocoa—are the best obtainable. Malt extract is used, for powdered malt does not yield the same food value nor exert the same digestive power. Creamy milk from England's richest pastures is used. Dried milk is not good enough for "Ovaltine." The eggs are new-laid, and are obtained from our own farm and selected sources. "Ovaltine" is easily digested because it contains no starch or added sugar. The cocoa is a flavouring, and is not relied upon for any food value.

IN EVERY HOME "Ovaltine" should be the daily beverage. It is a complete and perfect food, manufactured by a scientific and exclusive process. It reinforces the health of every member of the family.

**'OVALTINE'**  
TONIC FOOD BEVERAGE  
Ensures Sound, Natural Sleep  
S. A. P. B. 21.

## WHITEAWAYS.

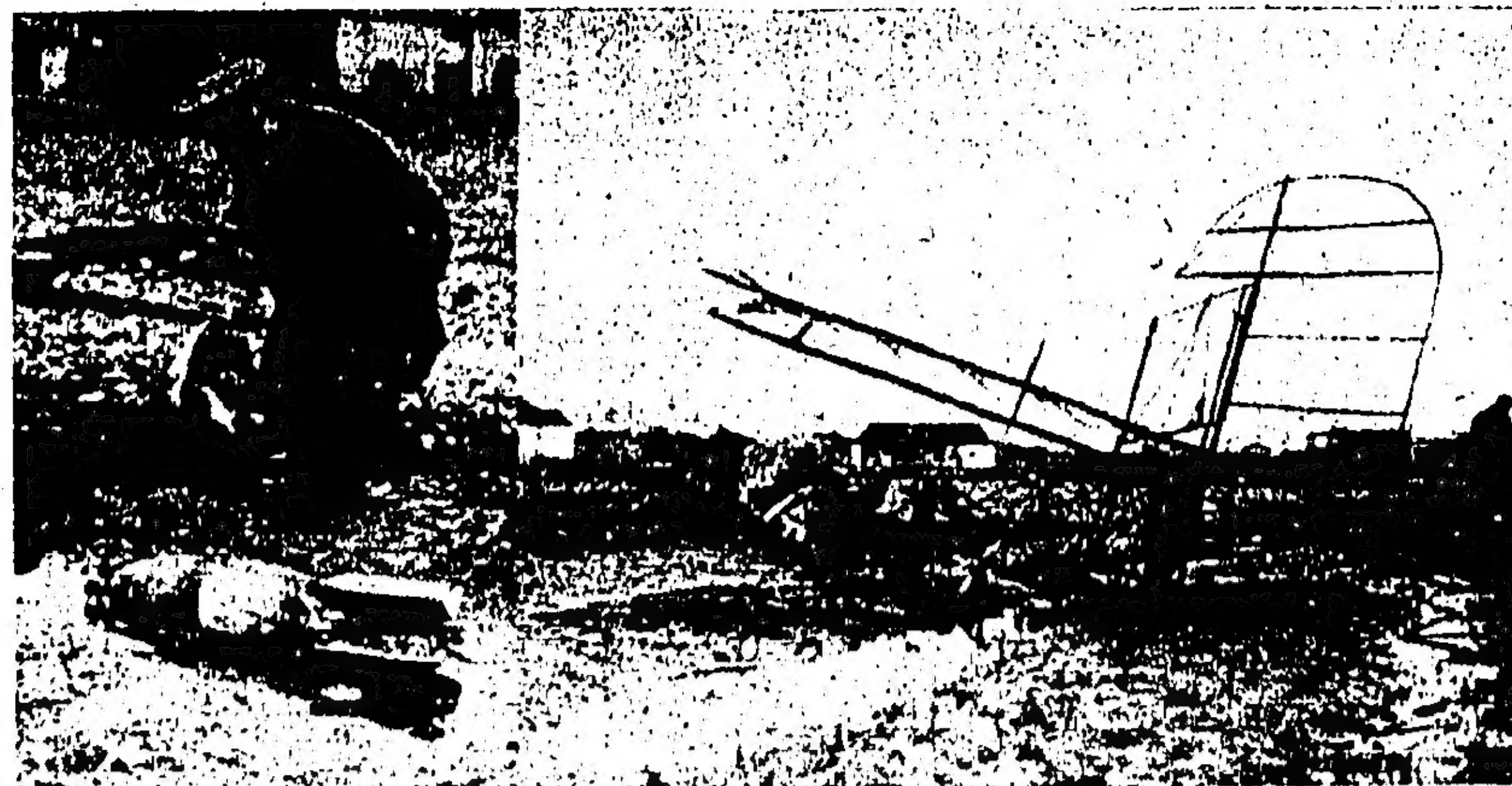
New Stocks. Revised Prices.  
BRITISH MADE HOSE.

*Three Knots*  
New styles—Two prices  
HOSIERY OF  
QUALITY

Black Label. No. 100.  
Black NEW PRICE  
Rose Beige \$4.50 Pair.  
F. Mills

Black Label. No. 200.  
Tan Blush NEW PRICE  
Sun Bronze \$3.95 Pair.  
Omar  
Du Barry

WHITEAWAY LAIDLAW & CO., LTD.



The above pictures show (right) the remains of a Japanese bombing plane brought down in flames at Chenju and (left), a Chinese soldier examining an unexploded Japanese aerial bomb.



Our photo shows one of the big guns at the Woosung Forts put out of action in the intensive bombardments of last week.



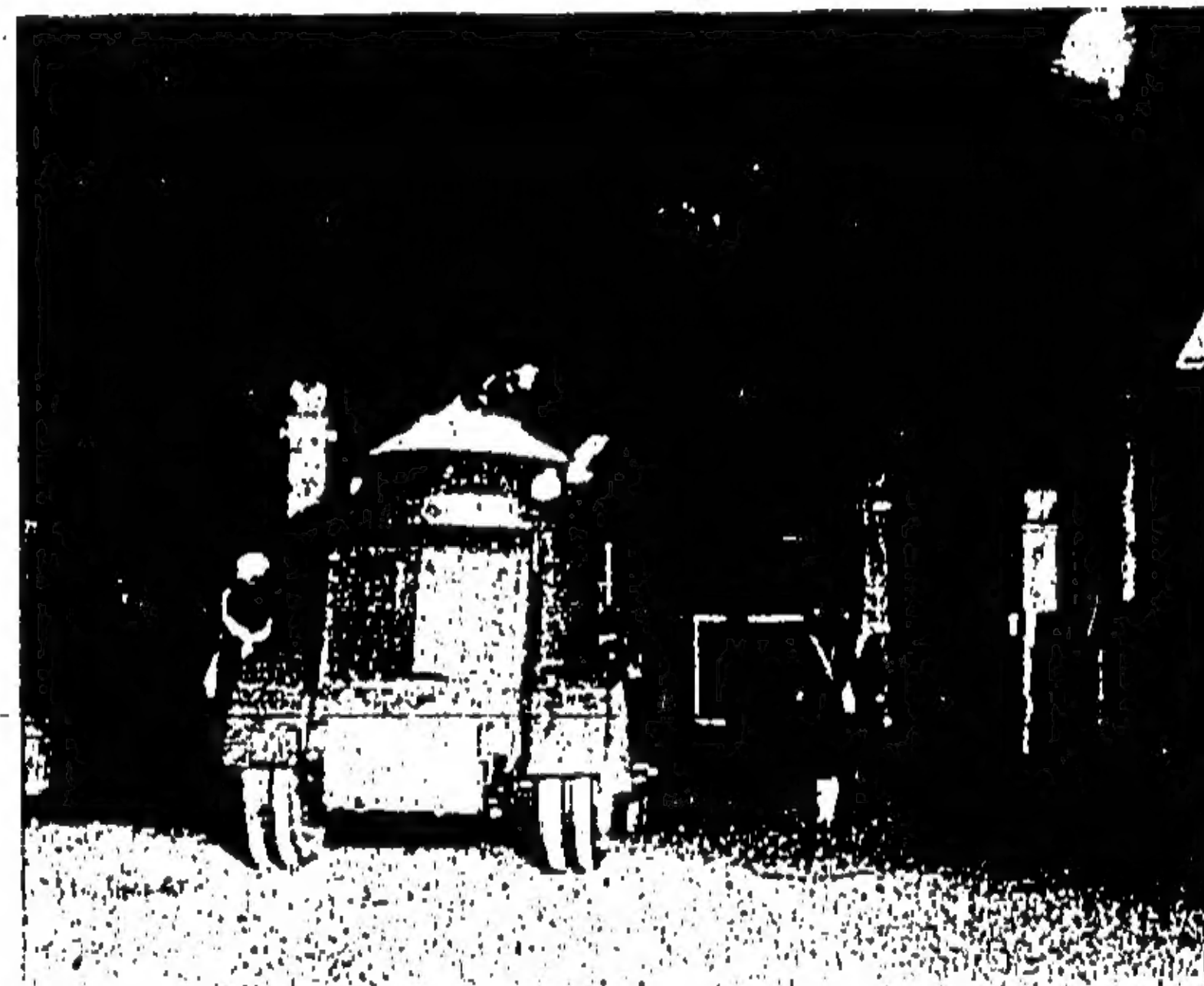
An old woman retrieving some of her belongings from her ruined home in Chapel.



Chinese women and girls in Hongkong, led by Mrs. Lam Pu, have been busying themselves making rice cakes and biscuits for the relief of Shanghai refugees. Here they are seen at work.



Mrs. Dunbar leading in Liberty Bay, winner of the Hongkong Derby. (Photo: Mao Cheung).



A Japanese armoured car, taken during the blackness of the night, ready to make an essay against the Chinese lines.



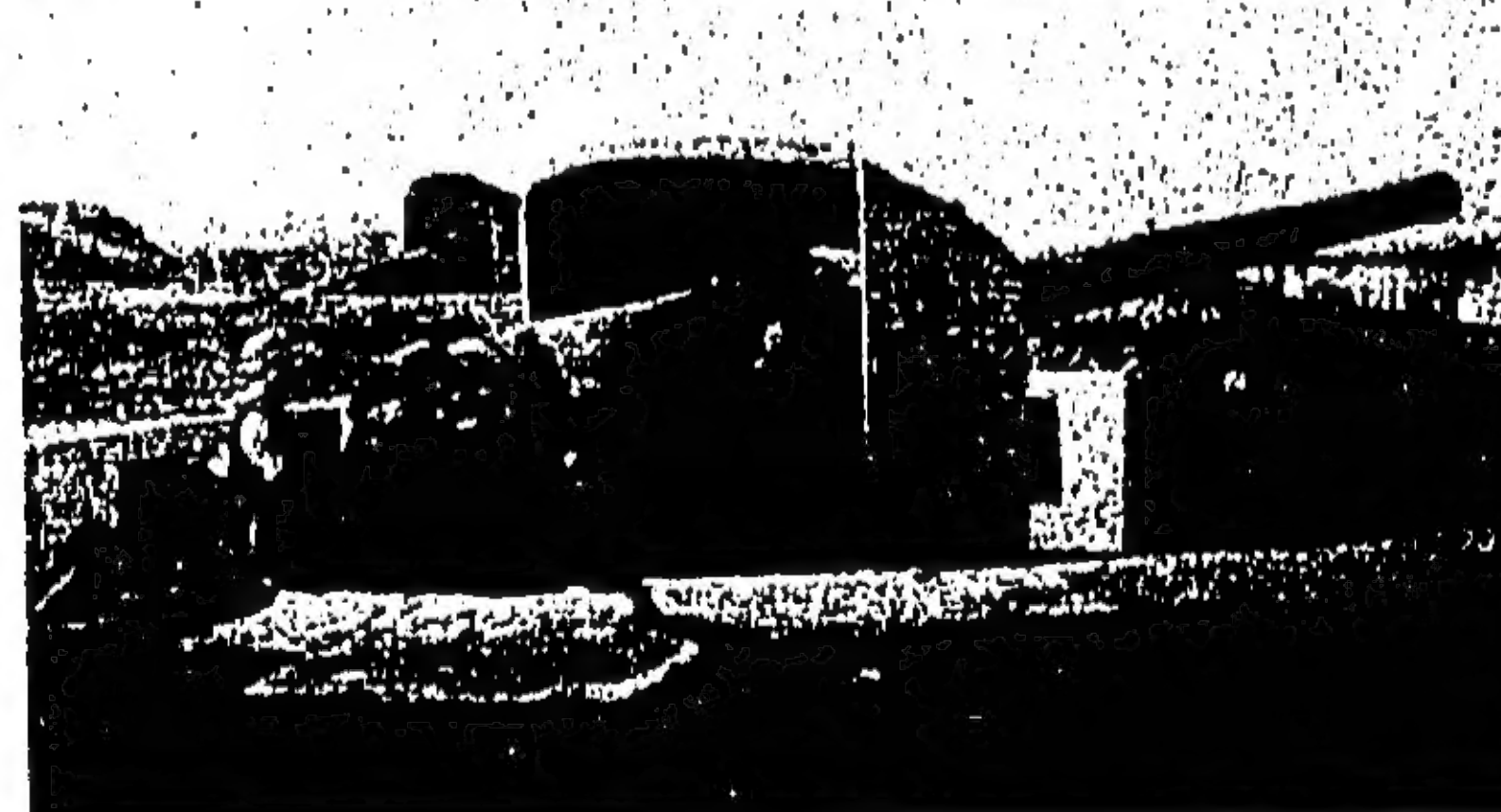
Picture showing the terrible havoc among the buildings of Chapel as a result of the intensive Japanese bombardments.



Refugees have been pouring out of the Yangtszepoo and Hongkew Districts into the centre of the International Settlement in tens of thousands. Our photos show typical scenes.



Picture shows (left) Commander Davis, R.N., (ret.) the 80-year-old proprietor of the Forts Hotel at Woosung. He agreed to withdraw at the end of last week.



One of the big guns at Woosung in operation. This picture was taken only a few days ago, and reveals that many have escaped the Japanese bombardment.



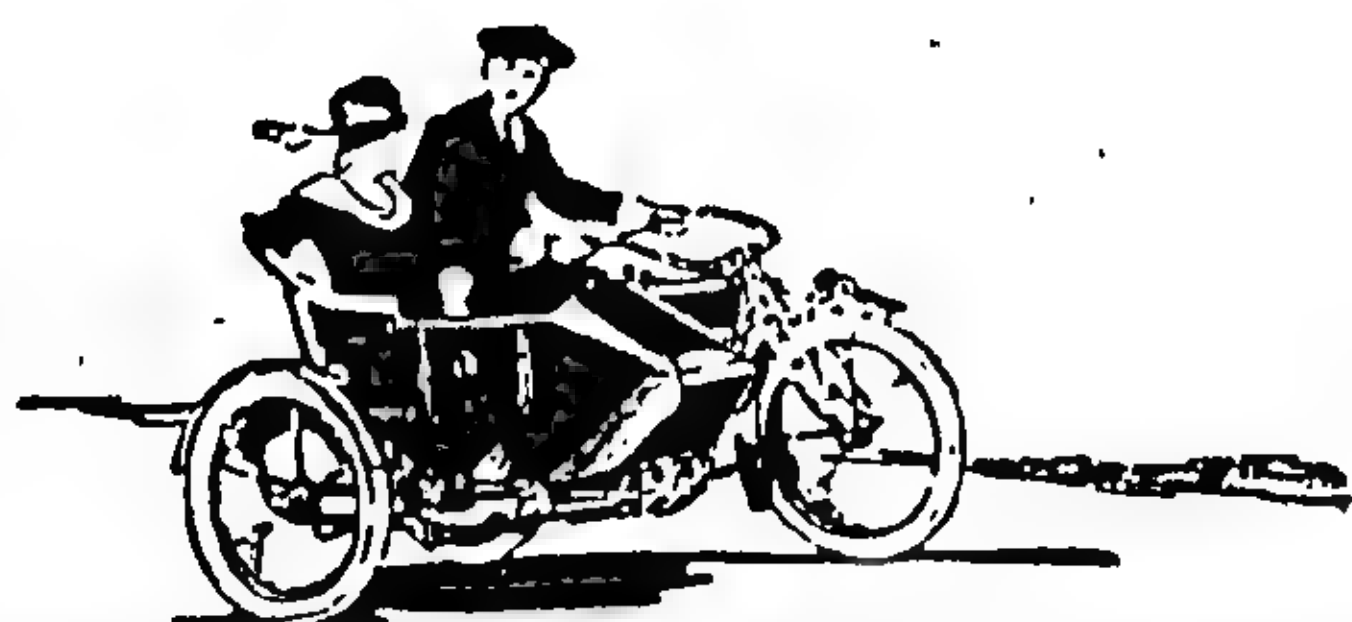
Chinese defenders on the alert in a dug-out in Chapel.



Chinese women helpers at work in the emergency hospital at Chuan University, a casualty clearing station near the front.



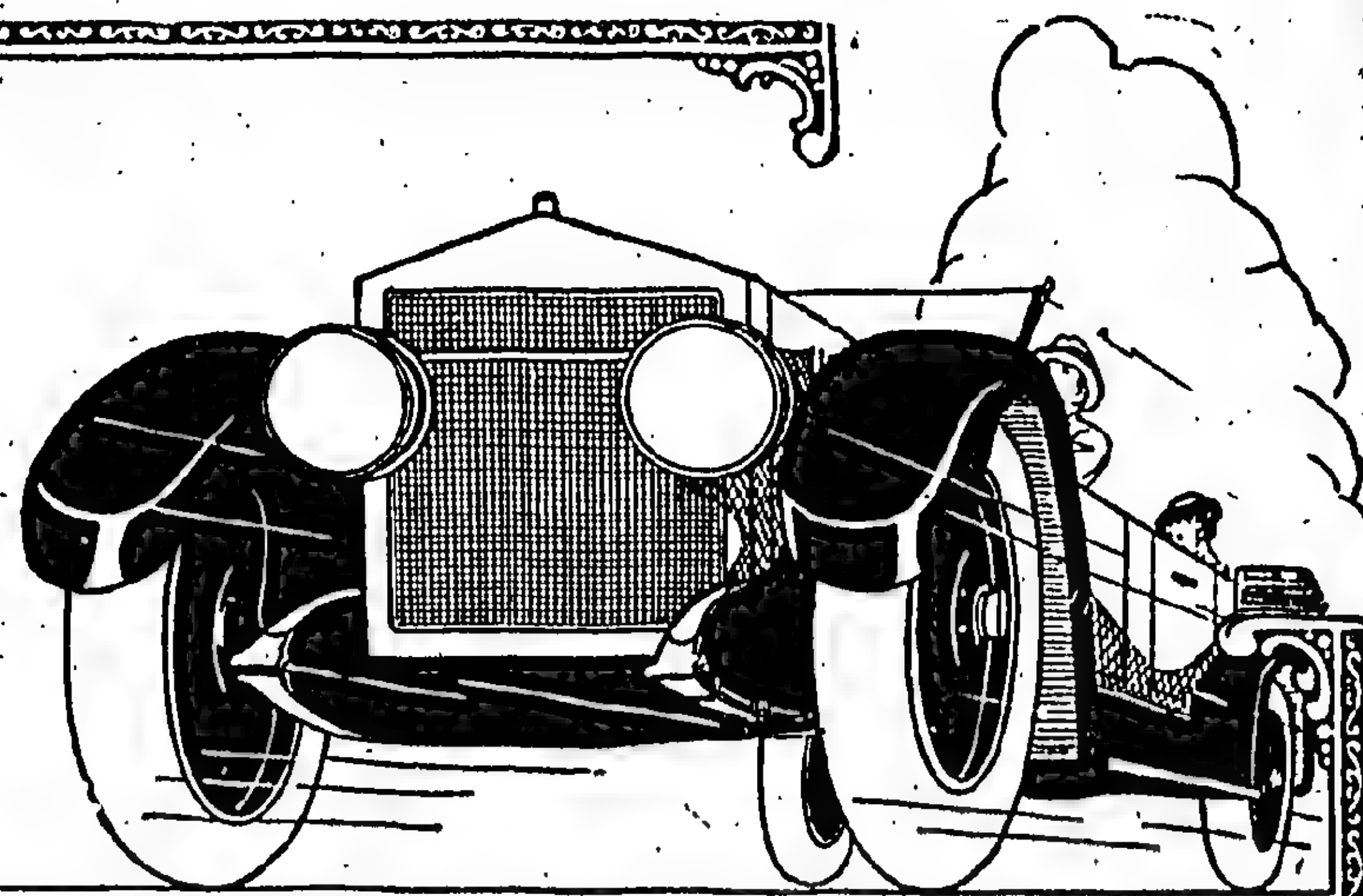
# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH

SATURDAY 27th FEBRUARY, 1932.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION



**K.L.G.**  
Plugs  
will assist your car with  
Easy starting  
Better acceleration  
Perfect slow running  
and  
Ultimate power  
and  
will never let you down  
Obtainable from all dealers at  
\$2.50 each.  
Sole Agents:—  
**HONGKONG MOTOR  
ACCESSORY CO.**  
Bank of Canton Building, 1st  
floor, Kowloon Branch—416  
Nathan Road (near New Sao  
Chai Station)

## VAUXHALL CADET.

Special British Overseas  
Model Arrives Here.

### FIRST TEST PLEASURES.

The latest British automobile production—the Vauxhall Cadet, has arrived in Hongkong, and we are informed that the performance on the initial trial run even exceeded the expectations of unusual merit. Since going to press with this supplement, a representative of the Hongkong Telegraph has been afforded the opportunity for a trial spin, and the report will be published next week. In the meantime, a study of the many features given in the special advertisement on another page in this issue will show that there are indeed many excellent features embodied in this vehicle.

### NEW LIGHT SIGNAL.

An Elaborate Automatic  
British System.

### NOW BEING TRIED.

An interesting elaboration of the new widely used automatic system of light control for traffic is being tested in Great Britain. It is intended for installation mainly at intersections where traffic is comparatively light, for the purpose of eliminating the unnecessary delay which occurs when cars approaching the intersection are stopped by the ordinary timed light, even when there is no traffic approaching the intersection in the other street.

A strip of metal is let into each of the four approaches to the intersection, about 50 yards away from it. This strip is really a "contact strip," such as is used for the electrical timing of racing motor cars. When a car approaching the intersection crosses this strip its weight closes an electric contact and sends an impulse to the signals on the intersection.

If the road is already open nothing further happens, and the car crosses in the ordinary way. If the road be closed the impulse from the contact strip opens it, so that the car is able to cross without stopping. If two cars approach the intersection along the two main streets at nearly the same time, right of way is automatically given to the one which crosses the contact strip first.

A further feature in the circuit to ensure that after one car has crossed the lights they cannot be changed by another vehicle travelling along a different street until ample time has been given for the first car to clear the crossing.

## HEAVY OIL ENGINES FOR BURY'S DOUBLE-DECKERS.



Passenger transportation at home is being revolutionised by the almost universal conversion of petrol omnibuses to heavy oil driven vehicles. The above picture shows one of the fleets of double-deckers belonging to the Bury Corporation. These machines carry 50 passengers and have entirely replaced petrol driven buses. The saving in fuel is considerable. The engines are built by the famous firm of Crossley who have supplied the heavy oil power units for bus fleets for Manchester, Rochdale, Leeds, York, Bury, Sheffield, Aberdeen, Stockton, Stockport, Leigh, Edinburgh, Cardiff, Portsmouth and many other cities, as well as for hundreds of private haulage firms. It is interesting to note that one of the Hongkong Hotel buses is at present giving most satisfactory results following the conversion from a petrol engine to one of the Crossley heavy oil types.

## HEAVY OIL TRANSPORT ENGINES.

Successful Trials by Hongkong Hotel  
Company.

### CROSSLEY ENGINED BUS NOW RUNNING.

For many years now, automotive engineers have been engaged in experimenting with the application of heavy oil engines to road transportation use. One of the main reasons has been the question of economy in operation, for the Diesel as used for marine and stationary work, has proved beyond all doubt, that the employment of heavy oil fuel does effect tremendous saving in running costs.

It is of especial local interest therefore to know that the Hongkong & Shanghai Hotels, Ltd., have arranged to convert one of their buses into a heavy oil engine vehicle, and a recent trial proved in every way satisfactory. On the occasion in question, a number of well-known local residents were invited to travel over the route selected, and the following were among those who attended: Mr. L. C. F. Bellamy, Mr. F. H. Glover and Mr. V. Walker, of the Hongkong Tramway Company, Ltd.; Mr. Louye Wai Sun and Mr. A. J. Allison of the Kowloon Motor Bus Co., Ltd.; Mr. Ngan Shing Kwan of the China Motor Bus Co., Ltd.; Mr. T. R. Parsons of the Hongkong Hotel Garage, and others.

The route selected imposed a much greater test than the ordinary passenger route can provide, being to Repulse Bay via the Shaikwan Hill and although the vehicle had only travelled two or three miles since the engine was installed in place of the previous petrol unit, the performance was most satisfactory. Later in the day, the Inspector General of Police, together with the D.I.G.P. and Officials of the Traffic Department, travelled over the normal route in the vehicle, and on the next day the bus was put into commission, and reports so far indicate that the innovation will prove in every way successful.

The engine adopted is known as the Crossley Diesel Type Compressed Ignition Engine, and it was fitted into the present petrol type vehicle, (Vulcan chassis) without any great difficulty. The

original gears and back axle remain.

One of the many favourable aspects noticed on the test run was the ease with which starting was made from cold, and another point which caused comment was the entire absence of noxious fumes. There has been so much comment about Diesel fumes that an even minor exhaust from a generally noticed with petrol driven vehicles was recorded, proved to those present at the trial that these heavy oil units cannot be objected to on this account.

There are many other features which so favour the oil driven engine, but it is not surprising that many of the large transportation concerns in Europe are converting their present vehicles into heavy oil instead of petrol driven machines. There is the factor of safety. It is obvious to even the lay mind that a garage housing a large number of petrol driven vehicles offers a great risk in case of fire. With the employment of crude oil, that risk is removed, for it is possible to throw a lighted match in a quantity of crude oil, the only result being the instant extinction of the flame. Then there is the important question of mileage to the gallon, and it is an almost surprising truth that roughly twice the mileage is secured at a considerably lower fuel cost. Vibration is another factor usually considered when dealing with heavy vehicles of this type, and in this respect also, the Crossley heavy oil engine is excellent, the running being extremely smooth with impressive flexibility.

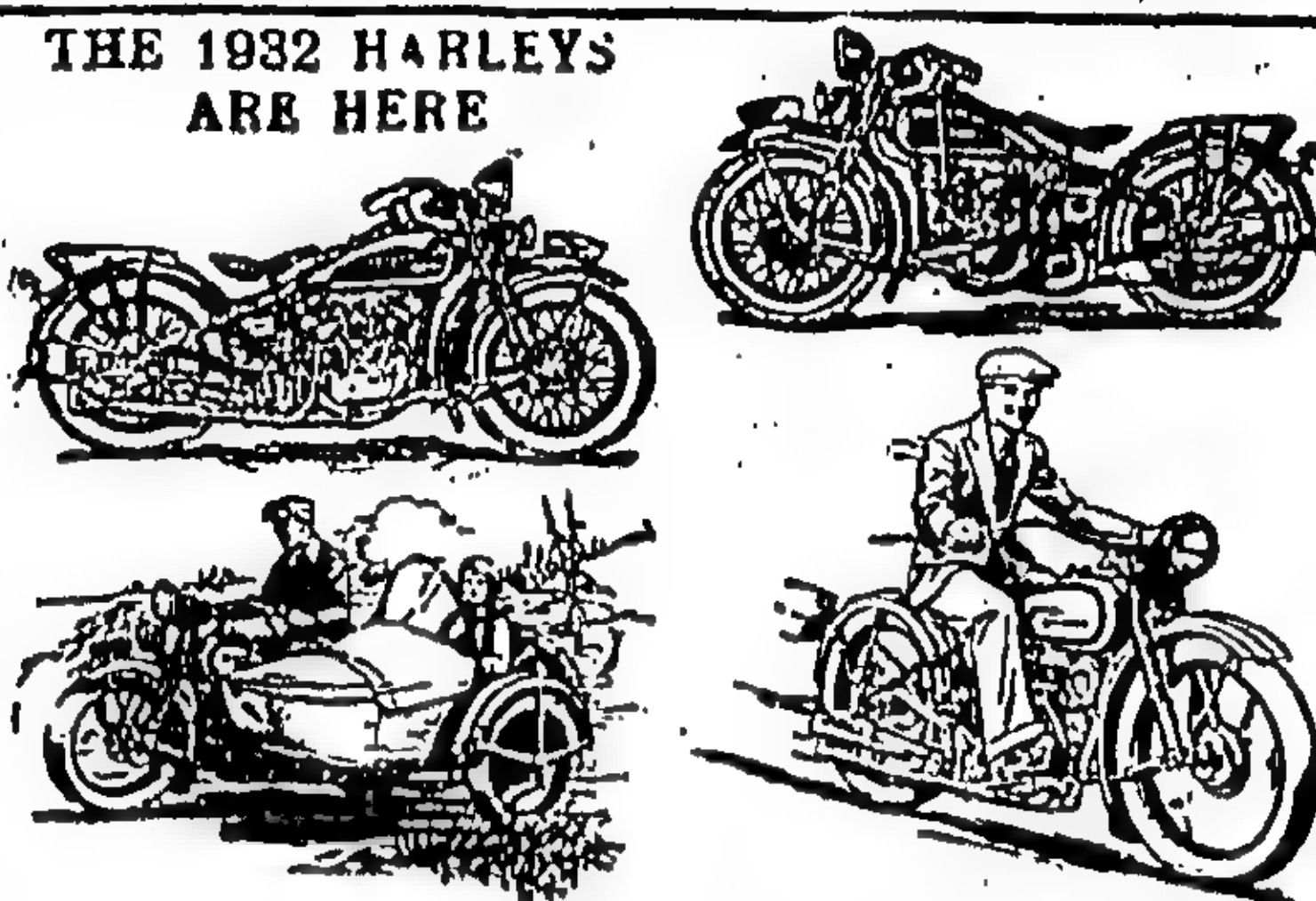
This type of engine is built suitable for haulage type vehicles of from 3 to 6 tons, and passenger buses from 25 to 75 passengers. A number of large cities at home have adopted the "double-decker" type, as shown on the front page of this issue. While these would not prove practical in the City of Victoria, mainly on account of overhanging signboards etc., it is probable that Kowloon's future traffic problem will be easily solved by adopting such type.

Crossley Motors have had much experience in the construction of oil and gas engines. In fact they have produced over 100,000 such engines and have been engaged on this class of work for over 60 years. The heavy oil engine has come with a rush into favour in this country, and our manufacturers, like other British manufacturers before them, started late, but have, in my opinion, fully caught up in the race. In truth it may be said that they hold the lead. That we have arrived at finality in the design of the motor-vehicle engine which can be run on heavy oil is, of course, far from the fact, and there is still a considerable amount of spade work and experiment to be undertaken. At the same time the headway which has been made in England during the past 12 months or so is remarkable, not only from a manufacturer's production point of view but also from the increased range of vehicles—especially passenger-carrying models, fitted with heavy oil engines.

For example, it is only during the last two years that Crossleys have developed the heavy oil engine for transport purposes on a commercial basis, yet already a large number of corporations are using the single and double deck omnibuses with the Crossley engine. That they are giving a very fair measure of satisfaction may be seen from the fact that the Manchester Corporation, for instance, not long ago ordered 30 oil engine Crossleys, this being the third repeat order for this type, in addition to seven repeat orders for petrol engine Crossleys. A number of London transport organizations have also arranged for their lorries to be converted from petrol to heavy oil, and British motor manufacturers have been wise in arranging many of their designs so that the two types of power unit are interchangeable. A saving of twopence a mile on the working of an omnibus may well mean an annual reduction of from \$300 to \$500, according to the mileage covered.

The great attraction of the heavy oil engine at the present time is the fact that it runs on fuel costing 4d. a gallon, as against about 1s. Moreover, even if this substantial advantage were to disappear in the future with increased demand—a possibility if not a probability—the asset of nearly double the mileage for a given quantity of fuel remains. Crossley motors have a 6-cylinder oil engine which fires by compression. The cylinder dimensions are 4 7/16 in. and 6 in., and the

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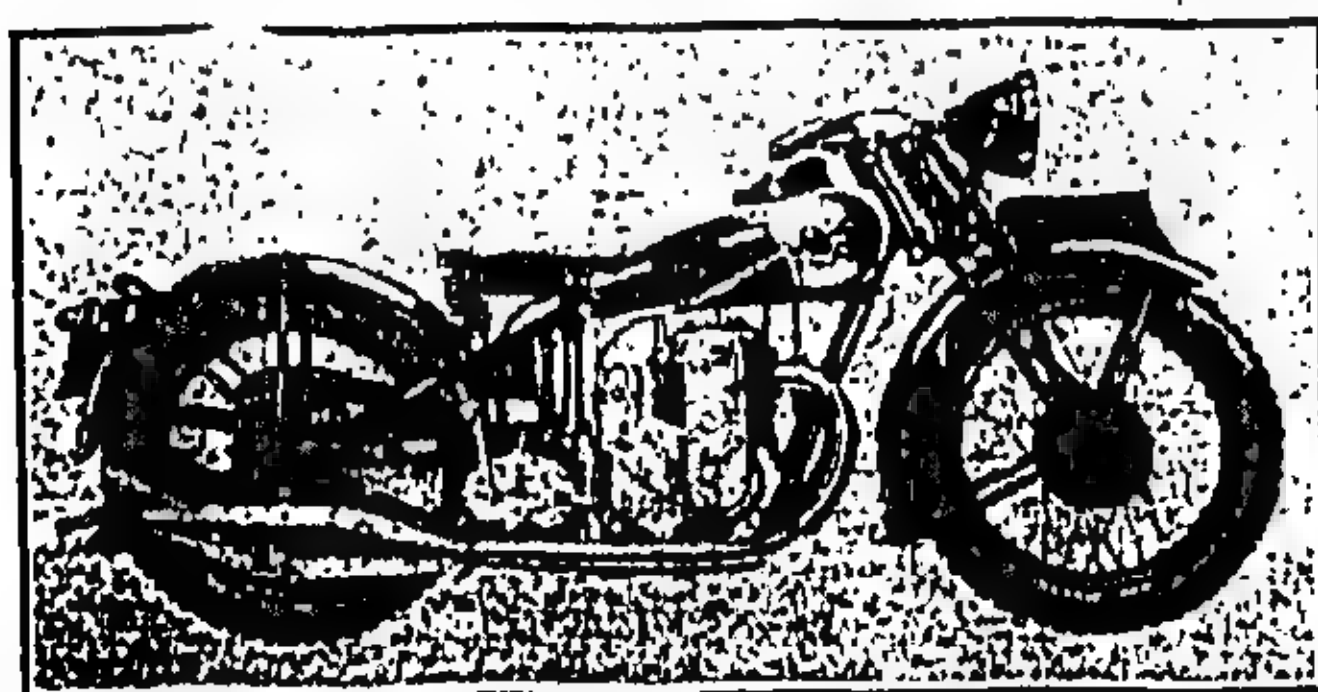
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## THE MODERN MOTOR CYCLE



FOUR CYLINDER.

**ARIEL**

See Special Report in This Supplement

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# GARDNER ENGINES

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nominal power is 47.3. It is of the valveless constant stroke single plunger per cylinder type, and has a fuel pump with injection advance and retard device. The unit is fitted to the Condor double deck omnibus chassis, and the gearbox can be had with a Crossley patent "automatic" gear-change device.

It is safe to predict that heavy oil engines will create a demand in Hongkong and South China, just as they have elsewhere, and the enterprise shown by the Hongkong and Shanghai Hotels, Ltd., will doubtless be watched with great interest.

## FREE MOTORING!

A sensational sales plan is announced in the United States by the American Austin Co., which proposes to give each buyer of an American built "baby" free motoring for one year, or 7,500 miles. The offer provides for free petrol, oil, greasing, tyre repairs and replacement, general repairs, and spare parts.

The plan will operate first in Pittsburgh and Butler, and may be applied later in other cities. The only restriction is that buyers can only secure fuel and oil from Gulf Refining Co. stations, or from Austin dealers.



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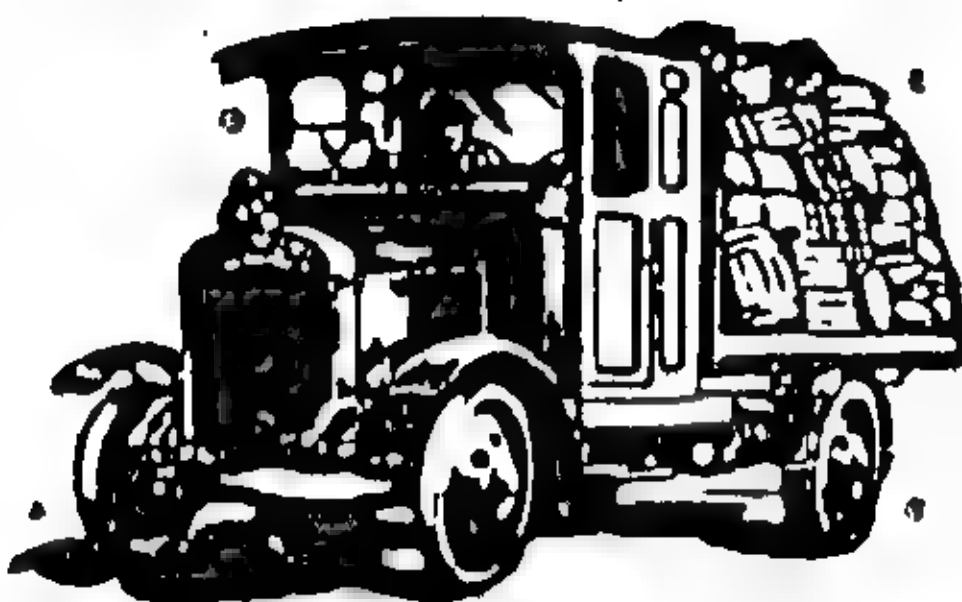
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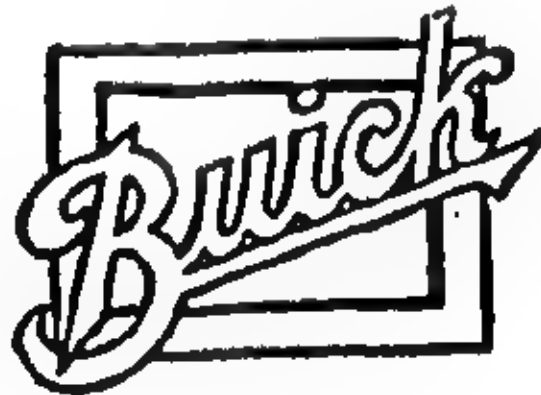
ADVANCEMENT PROGRAMME

This is the outstanding Buick of all time, far surpassing even the preceding model which already enjoys four to one sales leadership over all Eighties in its price range.

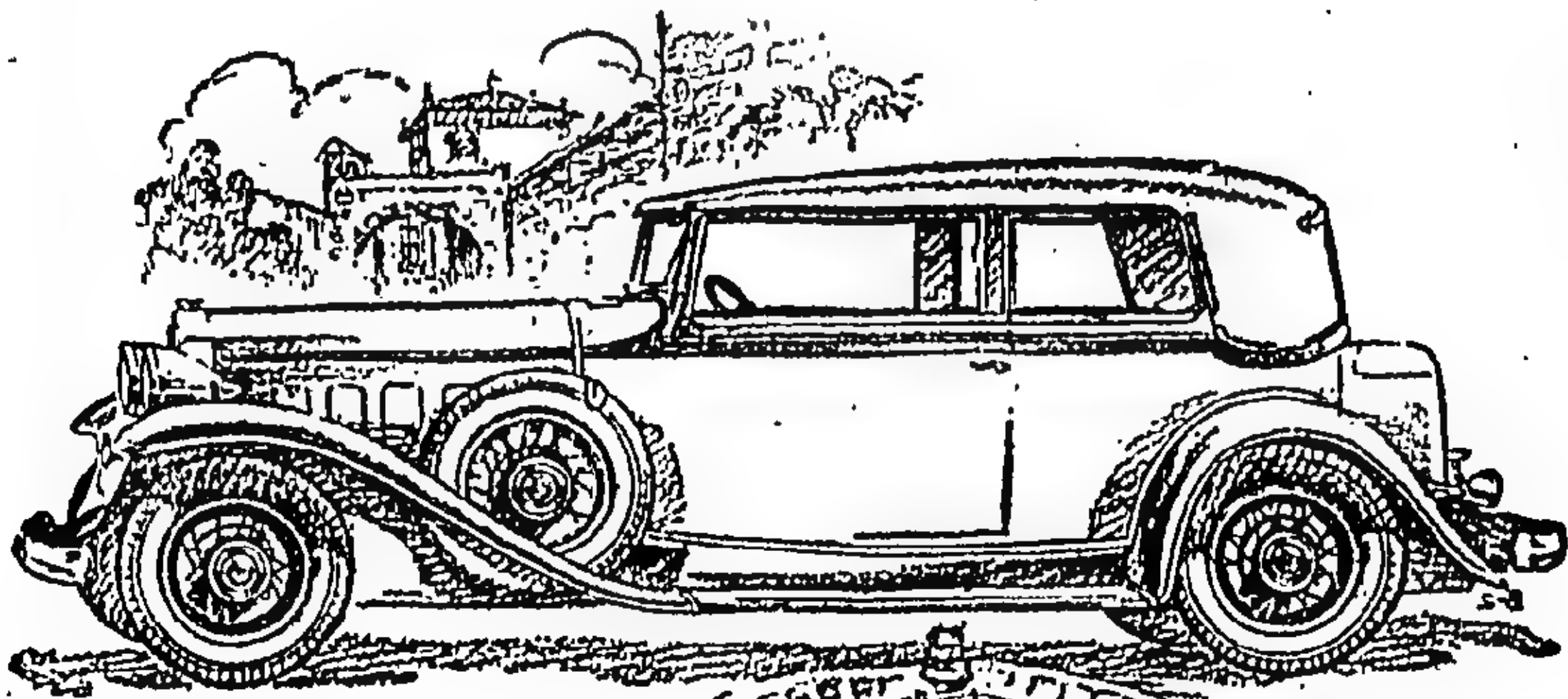
Here are some of the features that will contribute to still further advancement:

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Happy Valley.

BRITISH CAR RACE.

Isle of Man T.T. Course Suggested.

IN THREE CLASSES.

The abandonment of the Grand Prix races at Dublin this year has led to a suggestion by Mr. Cecil Kimber, managing director of the M.G. Car Co., that the famous motor-cycle T.T. course in the Isle of Man should be used for a light car race next season.

When the Manx authorities approached the R.A.C. with a view to the car tourist trophy race being held in the Isle of Man, it was not suggested that the motor-cycle course should be used, the reason being that it was felt that the stretch of road over Snafell would be too narrow for a large number of competing cars of widely-differing speeds.

Mr. Kimber's suggestion is that there should be three separate races just as there are three separate motor-cycle races—the light-weight, junior and senior. "My idea," he said, "is that the competitors should be started at half-minute or minute intervals (according to the number of entries) as in the motor-cycle races. There are few large British cars which can seriously challenge the best Continental racing cars.

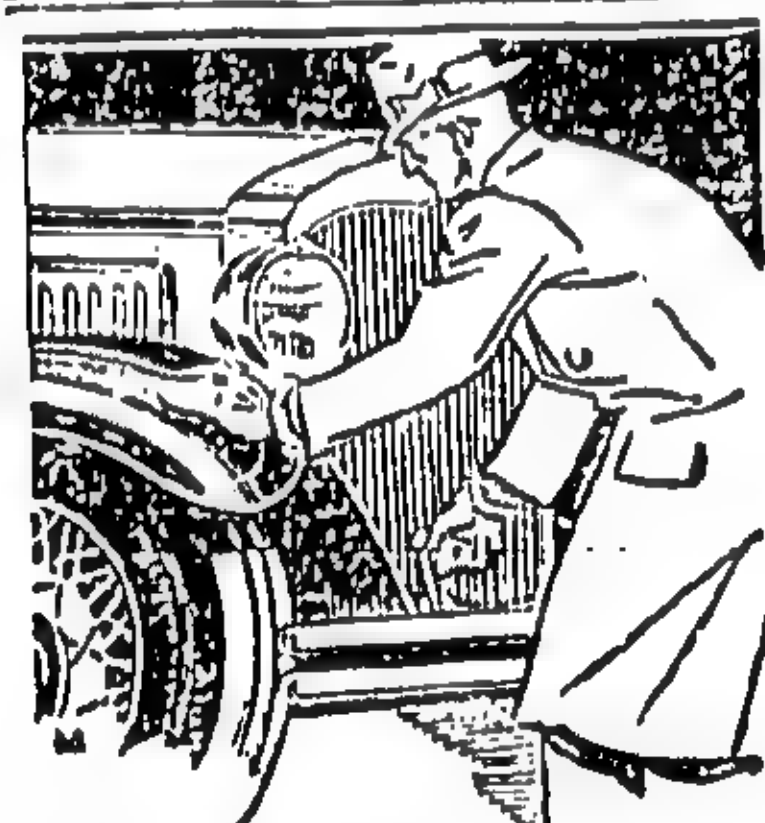
"Therefore it is obviously absurd for us as a country to cater too much for big cars, and in effect make our competitors a present of our premier awards."

"Surely it would be better to create a series of races without handicap in those classes in which we as a nation are pre-eminent and foster these to our fullest extent. By doing this the national prestige would be enhanced. Our motor-cycles have become pre-eminent throughout the world and there is no reason why our small cars should not be likewise."

CARS IN AMERICA.

The rapid rise of the motor vehicle since the beginning of the century is clearly shown by comparative car registration and population figures according to statistics received by the California State Automobile Association.

The population of the United States in 1900 was approximately 8,000,000 and the motor-car registration on 18,000. At the beginning of 1931 the population was 120,000,000 in round numbers, while the motor vehicle registration had grown to more than 28,000,000.



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THE MOTOR CYCLE SUPREME.

Outstanding Features of the 497 cc "Ariel."

REMARKABLE 4-CYLINDER ENGINE.

One of the sensations of the motor cycling world in recent years is the four-cylinder Ariel, a machine which has won unstinted praise throughout the world, and which is now on sale in the Colony.

The following extracts from the Motor Cycle will be read with interest by all local enthusiasts of these popular two-wheeled mounts.

Becoming critical through experience, it is not often that the staff of *The Motor Cycle* can apply superlatives to almost every feature of a particular motor cycle. The machine may, for instance, hold the road well, it may have magnificent acceleration or a high maximum speed, it may be an easy starter, it may be extremely pleasant to handle, or it may perhaps be quiet and smooth in its running. But when a machine combines every one of these features it is time to say so in no uncertain voice. Such a machine was the "Square Four" Ariel that has been tested—one of the first actual production models—and no apologies need be made for showing enthusiasm.

At the beginning of a road test article it is usual to give some indication of the objects for which the machine was designed; in this case it is not easy. If the "Square Four" was intended as an "Everyman" ideal then it falls short simply because it is capable of being driven very fast so smoothly and silently that the novice might entirely underestimate his speed. In any case, it is an ideal which will certainly convert many once they have found that it possesses a super-sports performance together with perfect manners.

Let it be imagined that the Ariel under test was being collected with the engine nicely warmed up. First of all the kick-starter was gently depressed with the hand, and the engine started; it ticked over smoothly and fairly silently, with chain, piston, and tappet sounds almost inaudible. Then the rider declutched and placed the gear lever in second with a touch of added throttle the machine moved away quite effortlessly and smoothly.

Six to Seventy-five on Top.

After changing into third and thence to top gear the machine was throttled right down until the speedometer all but failed to register (6 to 7 m.p.h.), and then accelerated evenly and quickly with a corresponding movement of the ignition twist-grip until the speedometer registered 75 m.p.h. The engine was still smooth, and there was more power in hand.

It was taken up both Bushcombe and Gambles Lane—one-time "freak" hills in the Cotswolds—with perfect confidence on the day

after the ice snow had thawed, leaving the surfaces correspondingly greasy. Naturally, the machine had to be handled firmly at times, but the second gear of 9.5 to 1 was used in each case, and the clutch was only slipped momentarily on Bushcombe. Gambles Lane could undoubtedly have been ascended in third gear on a dry day, and a fairly easy restart was made on this hill in second gear.

Remarks have already been passed concerning the flexibility and silence of the unit. From 10 m.p.h. the acceleration in top gear was so astounding that it made the four-speed box appear to be unnecessary except for sidecar work. Nevertheless, the box was a delight to use when really terrific acceleration was required, the top three ratios being ideally close. Some further idea of the engine's flexibility and the clutch sweetness may be gained from the fact that it was an easy matter to start away in top gear on the level without racing the engine.

Smooth Running and Silence.

Right up the speed range the engine was, to all intents, vibrationless, and only when accelerating between 35 and 50 m.p.h. could it be felt that all. Such smoothness, allied with silence and perfect roadholding, had the natural effect of raising the cruising speed out of all proportion. It was no uncommon thing for the rider to

find himself in the sixties after putting down some of his sensations to an imaginary headwind. In this connexion, and in spite of excellent brakes, it is suggested that a large-dialled speedometer should be placed where it can be seen more easily than at present, or the inexperienced rider may enter a curve at an unexpectedly high speed.

The maximum speedometer readings obtained on the two highest ratios (slightly lower than standard, as will be seen from the specification) were 80-85 m.p.h. and 70 m.p.h. respectively, and, whatever the actual speeds were, the Ariel felt almost as safe and steady as at a more normal gait.

Doubts have been expressed as to the possibility of producing a quiet geared-crankshaft system in quantity, but no one could have known that this, the second production model, had any gears at all within the crank case. Though the idling was not particularly even, it was perfectly smooth and slow—indeed, in a traffic block it was often impossible to be quite sure that the engine was still firing without looking at the pressure gauge.

The front brake was absolutely perfect, being both delicate and smooth, but that on the rear wheel was inclined to lock too easily at low speeds. Two fingers were ample to use for operating the hand lever to its fullest extent, a dainty connexion it should be mentioned that the clutch lever was of the same comfortable shape and could be operated almost as effortlessly.

The Asiatic Motor Car Company are the local agents for "Ariels" and are now showing models at their showroom situated at Hennessy Road.

RIDE CONTENTEDLY ON MICHELINS

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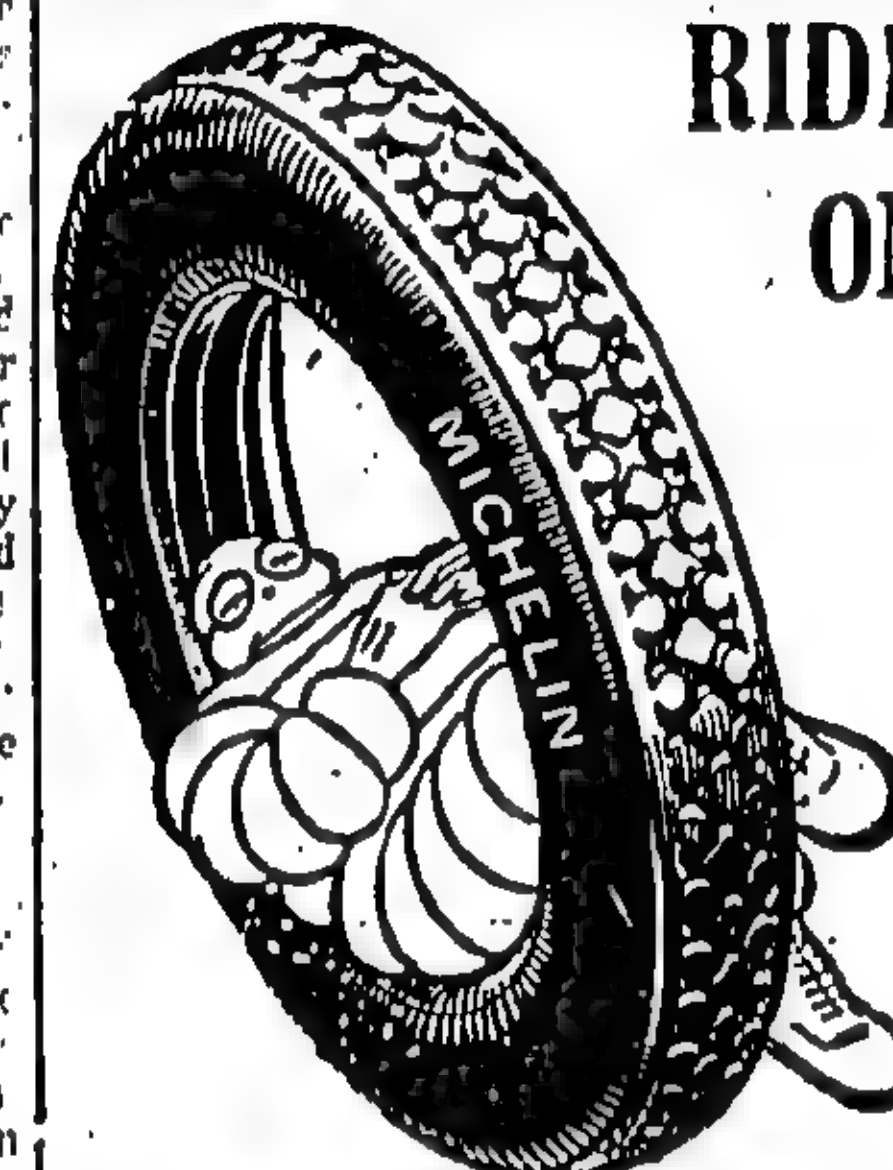
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## NOTES AND NEWS.

## Many Present Day Problems Discussed.

DRIVING at night is not everybody's job, for many persons do not possess sufficiently good eyesight to make driving after dark either enjoyable or safe. There are other motorists, however, who frankly revel in speeding along the deserted roads, the white beams of their headlights shooting out ahead, picking out in plenty of time the slightest hint of danger and every curve in the road. For these drivers the night is a more favourable time for motoring than the day, when traffic and pedestrians obstruct the highway. They find it less nerve-racking to bowl smoothly along at a fair speed without the need for constantly slowing down or stopping, or again accelerating violently, as they are called upon to do in the midst of the busy day. The dangers that lie in wait for the motorist by day are intensified a hundredfold at night. There is still the danger of a human being or animal emerging from a gateway or obscure turning, while many corners that appear easy and fast during the day present perils at night. For this reason it is more than ever necessary to adjust one's speed to the road conditions, never driving at a higher speed than will permit one to stop before reaching any object which might conceivably be encountered around a bend, or that might not be disclosed in time by the penetrating beams of the headlights.

The average headlamp, even on the cheapest of cars, is now so good that it would have to be a car with very poor brakes indeed that could not pull up in a length of its own headlamp beams. Most cars of the ordinary mass-produced type are fitted with headlamps that light the road clearly for at least 300 ft. ahead, and sometimes considerably more. At the same time, the beams of headlamps do not bend, and it is, therefore, impossible to see round corners. Curves, therefore, should never be taken any faster than the speed at which the driver knows he can get round. Nothing should be taken for granted after dark. The telegraph poles that form such a valuable guide as they are seen over the tops of the small trees at the roadside, winding this way and that, must never be followed blindly. A point may be reached where an economically minded post office

has carried the wires right over the crest of a steep hill, while the road goes round the base of such a hill, or when dazzled by the headlights of an approaching car, a motorist might well fail to notice that his road turns to the right or left, and might experience an accident in unwittingly attempting to pursue the telegraph wires across country.

According to a writer in The Motor, changes of road surface should be looked out for particularly at night, for certain surface materials are more hygroscopic than others, so that passing over them unexpectedly on a corner might precipitate a skid. It is often difficult at night to be certain whether the road is wet or dry, especially if there are no approaching vehicles or roadside lamp standards whose light is reflected by the moist surface. Many drivers find their judgment affected by darkness, particularly when it comes to estimating the distance away of cars approaching on a long, straight road. Judgment in these circumstances is even more difficult when the roads are wet. In such a case, therefore, it is necessary to proceed with the utmost caution, as an incautious driver, thinking that an approaching car was half a mile or more away, might cut in with considerable risk between two converging vehicles. Although all cyclists are supposed to equip their machines with rear reflectors in a proper position, many of them fit them at absurd angles, where they reflect little except the light of the stars and moon. The motorist should not assume, therefore, if he can see no reflected red lights ahead, that the road is free from cyclists. Incidentally, the eyes of animals are splendid natural reflectors, a flash of green light in a country road many easily herald the approach of a dog, sheep, or other animal.

Do not forget that at night it is necessary to give warning of slowing down or turning to the right or left in plenty of time, so as to make quite sure that the driver of the following car has seen them. When following another car it is often desirable to dim or switch off one's own headlamps, and to consider whether keeping them on annoys the driver of the proceed-

ing car owing to reflections from the screen striking him in the eyes. Incidentally, if it is possible to follow another car, a certain amount of current may be saved by keeping the headlamps off, relying on those of the other man to illuminate the road ahead. One or more spotlights are extremely useful at night for picking up telegraph poles, milestones, gates, etc. Many excellent long-range electric torches may also be obtained, while an inspection lamp, which can be carried in the door pocket or the dashboard cubby hole, would be of great value in the event of trouble at night, as will a lamp fitted under the bonnet.

One of the important subjects discussed at the International Illumination Congress recently held in England was that of automobile headlights. The conference, which is held every three years, is considered of great importance, and was attended by delegates from all over the world. Dealing with the use of twin beam headlights, there was general accord with the idea that dimming was not a remedy, but that, for safety, there should be a passing beam, as distinct from the driving beam, both beams of approximately the same candlepower. This information is particularly interesting to motorists because nearly every car is now equipped so as to give these two necessary beams without alterations to wiring or switching. This principle is used in a novel manner in the Duplo headlamp double filament bulb. One filament is of the normal "distance" beam construction, while the other has a polished metal cup beneath it, designed to throw all the light to the top half of the reflector, from which it is all delivered downwards to the road. The bulb can be inserted in the lamp socket of all cars which are equipped for double filament lamps, and it provides just the two beams recommended—one normal for the clear road, and one thrown downwards, for passing—both of full intensity.

Many motorists no doubt are often puzzled to understand why the tyre pressure drops even slightly in new tyres, say, within 48 hours; whether in use or not. The explanation, according to the Dunlop Perdurax Co., of this phenomenon is as follows:—The primary aim of the tyre is to provide cushioning. Air, being a gas, can be readily compressed, is extremely elastic or mobile, light in weight, and cheap. It is from the elasticity of compressed air that the pneumatic tyre derives its

power to give cushioning. The function of the inner tube is to provide a flexible air-proof container. Rubber is the material which best provides both flexibility and impermeability to gases. In practice it meets both requirements very satisfactorily, but no material is perfect in this dual requirement. An extremely small amount of air, therefore, cannot be avoided.

Many years ago porous tubes were not unknown. When a tube is porous, the air leaks directly through the pores in the rubber. With the Dunlop-Perdurax method of manufacture porosity is completely absent, and loss does not take place in this way. The loss is brought about by a physical process known as "diffusion." The oxygen in the compressed air, and to a very much lesser extent, the nitrogen also, dissolves in the tube rubber, and forms part of it, and as the content of these gases in the rubber increases some quantity is given off on the outside of the tube, and losses due to diffusion take place. Gradually the proportion of nitrogen in the enclosed air increases, and thus, as the air in the tube becomes staler, the rate of loss diminishes. Therefore, from time to time, suggestions arise that tubes should be inflated with nitrogen, and this, of course, would be an advantage, but more expensive.

The advantage of using nitrogen are (1) The rate of loss of pressure is slower than in the case of natural air, and (2) deterioration of the tube rubber, which is mainly due to the presence of oxygen in natural air, is diminished. Very extensive research and experiments have led to the production of compounds of a non-aging rubber. This means that the tube rubber is much less susceptible to oxidation, deterioration is slowed up to a very considerable extent, and its effective life very much lengthened. It is therefore today very rarely that a tube fails from porosity. Under normal conditions the amount of air lost as a result of diffusion, in the case of motor-car tyres, varies from 1 lb. to 3 lb. per sq. inch each week. It is because of this unavoidable loss of air that recommendations are made that tyre pressures should be checked each week, and any loss made good. The type of valve in use today has an inside mechanism which constitutes a primary air check. The valve cap is a second check, and is guaranteed airtight up to a pressure of 250 lb. per square inch.



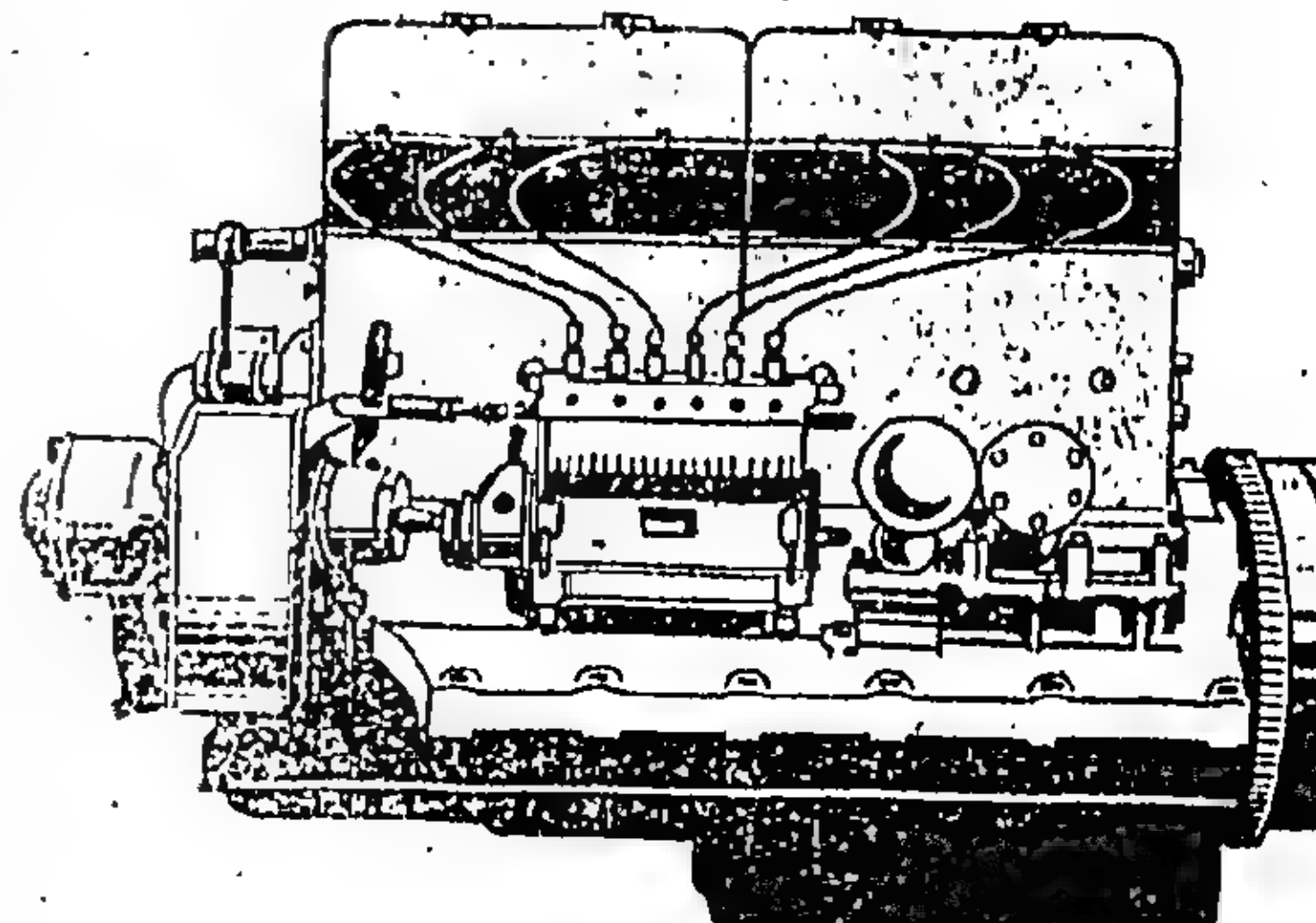
# Crossley



## PETROL OR OIL-ENGINE VEHICLES.

CROSSLEY HE-VY OIL ENGINE  
Backed by Unique Experience.

THE name 'Crossley' has been identified with oil and gas engines for over sixty years, and the Crossley is still in the forefront of all competitors in the Internal Combustion Engine World OF WHICH IT WAS THE PIONEER. Over 100,000 Crossley oil and gas engines have been sold and distributed to all parts of the world.



It is not surprising, therefore, that Crossleys have produced an entirely successful heavy oil engine for transport work, with all the best characteristics of the petrol engine and the economy of the compression ignition engine.

The Crossley heavy oil engine is a practical engine. It is interchangeable with the Crossley petrol engine. Amongst its features are: Flexibility, smoothness, simplicity, starting from cold, and, in fact, everything the user of the modern petrol engine expects with the added advantage of unique economy.

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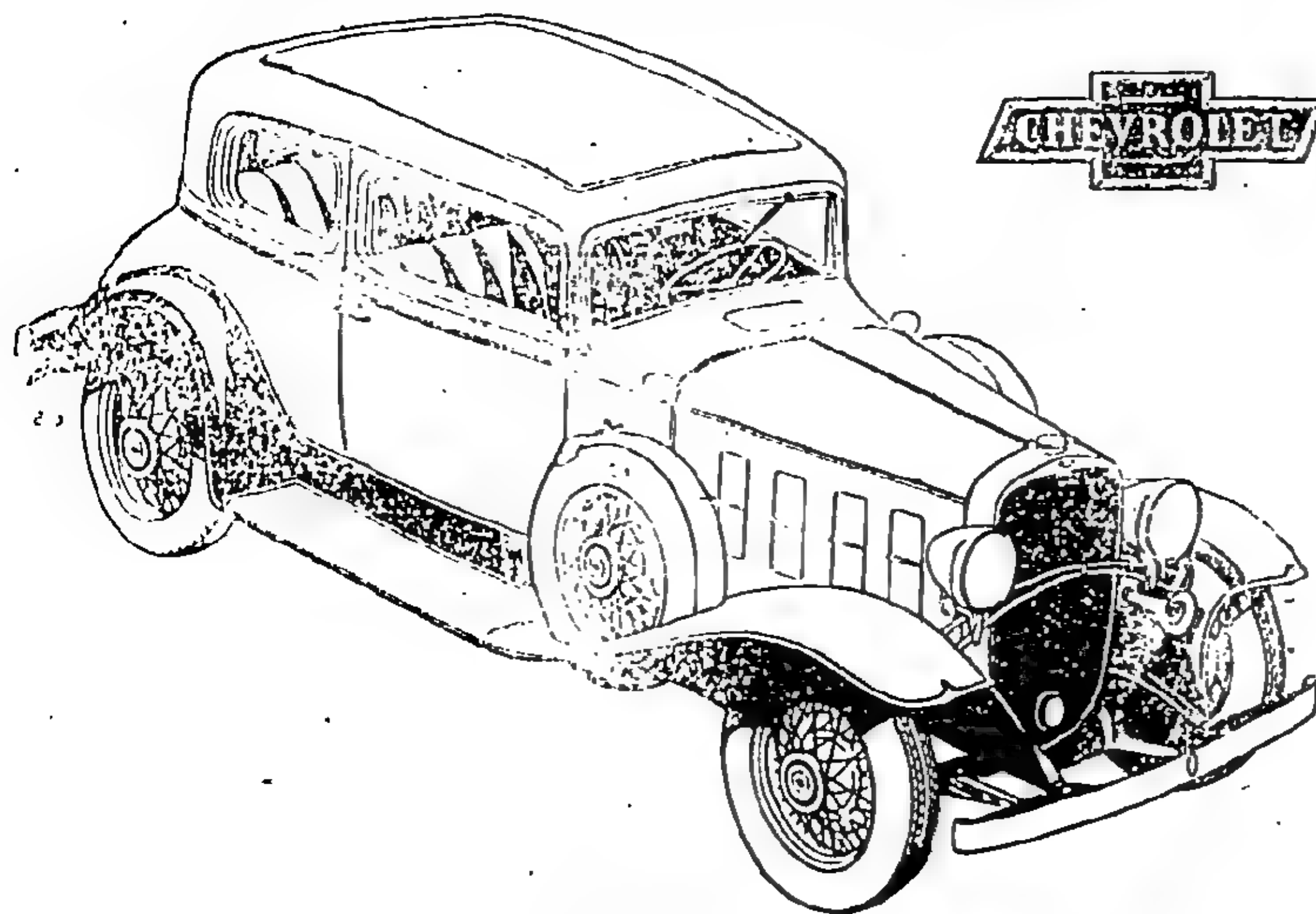
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#### Leading all others in Sales

People all over the world give first place in popularity to Chevrolet—more of its buyers than any other car—and they buy it because they like it better. For months Chevrolet has led all other cars of the world in sales.

#### Every Improvement That Makes A Car Modern

New Beauty and Luxury  
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Controllable Coast  
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Cushioned Power and many other features.

Beautiful...luxurious...with every modern improvement...the 1932 models with make Chevrolet more popular than ever.

Millions of automobiles are sold throughout the world. Hundreds of makes of cars are available. And of them all, Chevrolet is the world favorite—more people buy it than any other car.

Chevrolet popularity is founded on value—on giving the automobile owner the things he wants at the lowest possible price. In the 1932 Chevrolets you will find even greater value than ever before.

Beauty is a Chevrolet value. 1932 models have achieved a new style of beauty—a clean sweep of lines enriched by a feeling of smartness and elegance.

Luxury is a Chevrolet value. It is now offered. See the new line expressed in deep cushioning, models—drive them. You will find fine fabrics, chic fittings, combined with such engineering even greater popularity this year.

achievements as the smooth cushioned six cylinder motor, the ample springs controlled by hydraulic shock absorbers.

Effortless driving is a Chevrolet value. A combination of fingertip steering, a silent synchro-mesh gear shift that can't clash, instant velocity brake response, power to take the load in traffic and hills in high gear.

With these values goes the luxury of "free wheeling"—coasting, to enjoy when you wish—the economy of operation that makes Chevrolet so inexpensive to own.

Such are the values that Chevrolet offers. See the new line expressed in deep cushioning, models—drive them. You will find fine fabrics, chic fittings, combined with such engineering even greater popularity this year.

## CHEVROLET

Largest Selling Car in the World - Product of General Motors

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The Hong Kong & Shanghai Hotels, Ltd.  
(Incorporated in Hong Kong).

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HAS ARRIVED AND IS SELLING AT A REMARKABLY LOW PRICE.

Most brilliant on hills and in acceleration thanks to generous engine power and limited weight.

...Hydraulic brakes

...Silent third

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Each car equipped as follows without extra charge—Wire wheels—two spare wheels and tyres—leather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

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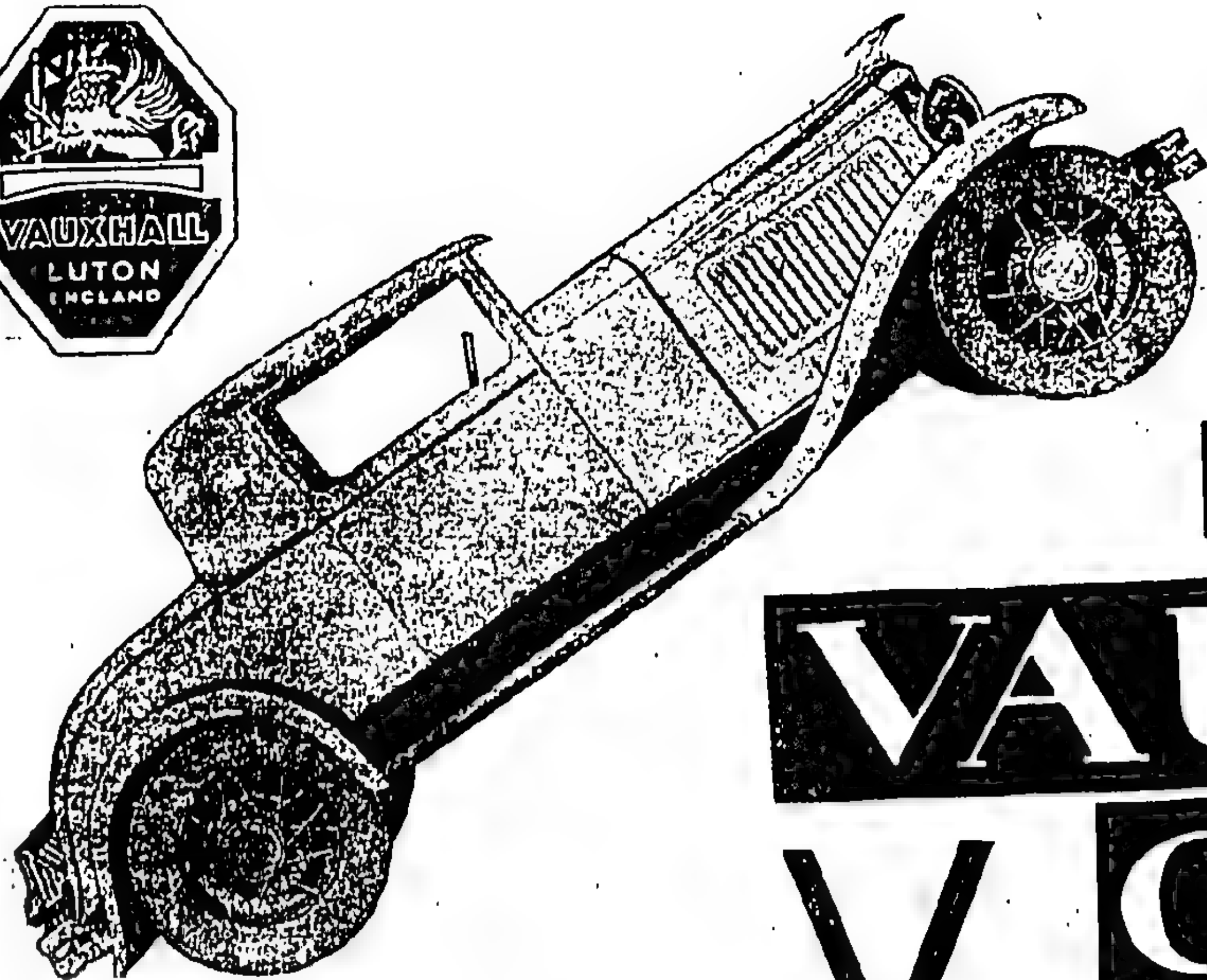
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### DROP HEAD COUPE

This model combines the comfort of a saloon with the freedom of an open two-seater. The head is easily operated and folds down compactly at the rear. There is room for three passengers in the front seat and two more in the deep, roomy dicky. There are windows in both doors operated by smooth running winders, bumpers front and rear, and collapsible luggage grid. Real leather upholstery.

### SPECIFICATION

**ENGINE**—Six-cylinder overhead valve type. Detachable head. Four point suspension with rubber mountings at front and rear. Four bearing crankshaft. Bore and stroke: 84.14 mm. by 95 mm. R.A.C. rating: 26.3 h.p.

**COOLING**—Water cooled with centrifugal circulating pump. Large fan.

**GEAR BOX**—Synchronised mesh gear type with silent second. Three speeds forward and reverse.

**CLUTCH**—Enclosed single dry plate type with warped disc for smooth engagement.

**CARBURETTOR**—Zenith "U" type. Accessible jets. Choke control. Petrol pump. Petrol tank in rear. Capacity: 9 gallons. Air cleaner.

**LUBRICATION**—Full pressure automatic force feed system. Special oil filter. Crankcase ventilating system. Chassis lubricated throughout by high pressure gun.

**ELECTRICAL SYSTEM**—Lucas 6 volt system for electric starting, lighting and ignition.

**STEERING**—Bishop cam and lever type.

**FRONT AXLE**—Reverse Elliott type of sturdy I beam section.

**REAR AXLE**—Semi-floating type with banjo type pressed steel housing. Spiral bevel drive. Hotchkiss drive.

**BRAKES**—Foot: controlled semi-Servo internal expanding four-wheel brakes, compensated between front and rear. Hand: internal expanding on rear wheels.

**FRAME**—Reinforced pressed steel, with channels of exceptional width and depth. Heavy cross members.

**WHEEL BASE**—8' 11".

**SPRINGS**—High carbon steel. Front, semi-elliptic; rear, semi-elliptic, underslung. Front, 36" x 1 1/2"; rear, 54" x 1 1/2". Lovejoy hydraulic shock absorbers front and rear.

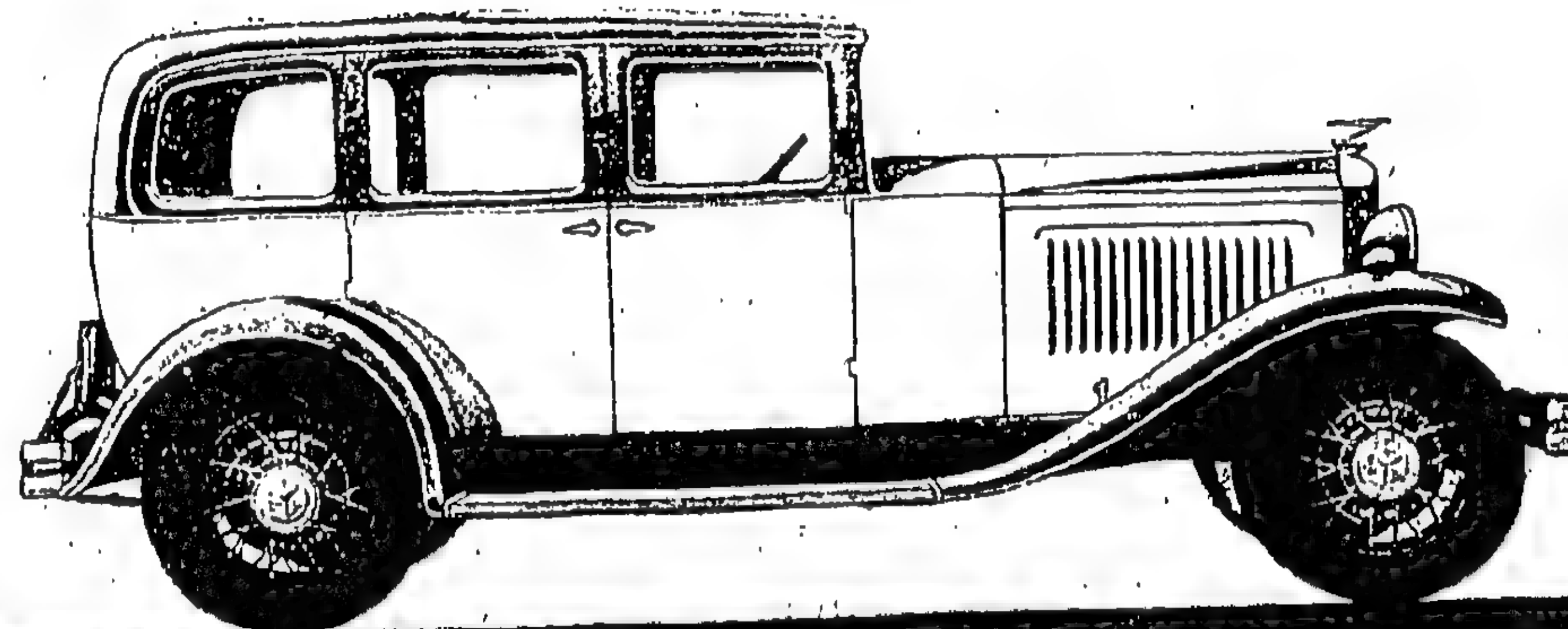
**WHEELS**—Wire 4" x 19". Well base rim. Spare wheel carried in fender well on near side.

**TYRES**—Medium pressure 500 x 19.

**BUMPERS**—Full type at front and quarter type at rear.

The New

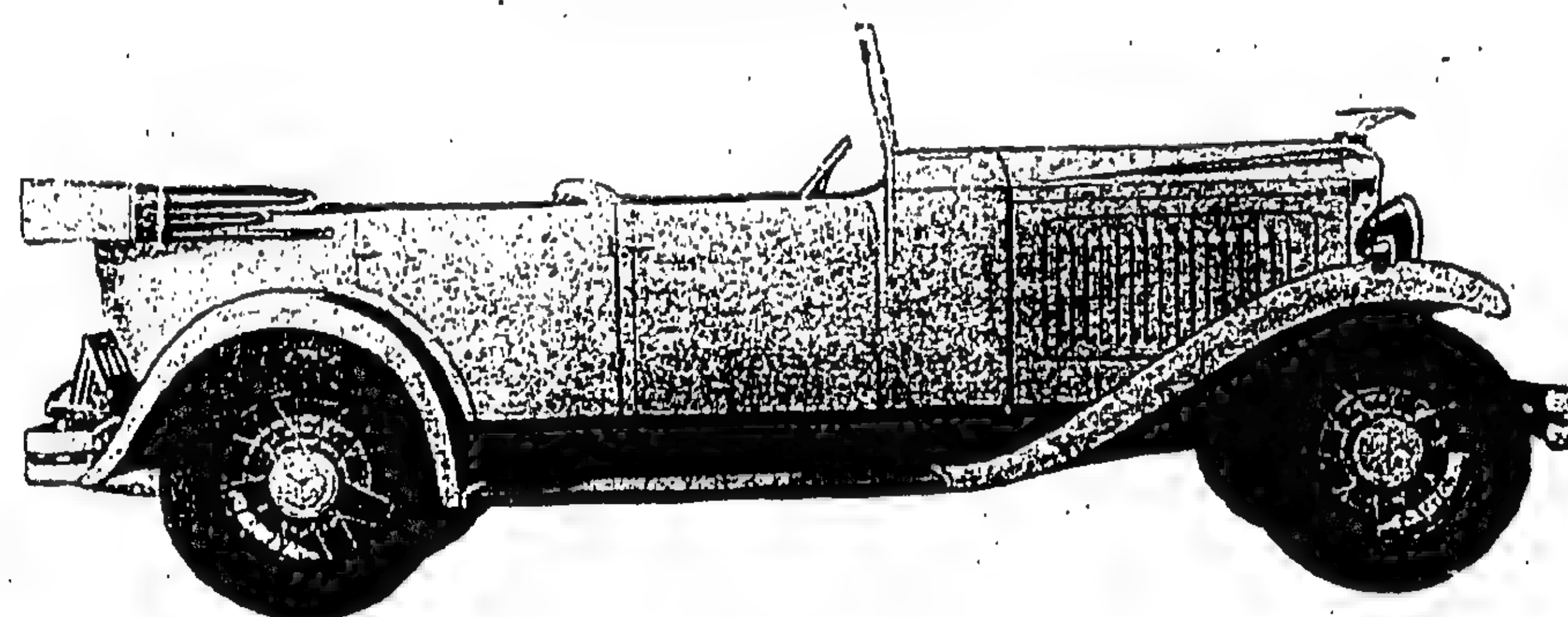
# VAUXHALL V CADET X is here!



### VAUXHALL "VX" CADET SALOON

The "VX" Cadet Saloon provides comfortable accommodation for five passengers with ample leg room and width. The sliding bucket type front seats are adjustable to the most comfortable driving position. The rear seat accommodates three adults comfortably, being fitted with special recessed arm rests. Real leather upholstery.

There is roof light, quarter light blinds, assist cords, ash trays and a double disappearing foot rest in the rear. There are bumpers front and rear and a sturdy collapsible luggage grid. This model is available fitted with a flush type sliding roof at a small extra charge.



### TOURER

This full five-seater has a one-piece front seat adjustable to the most comfortable driving position. Upholstery is carried out in fine quality leather. The rigid all-weather equipment is proof against any weather, and at the same time gives full visibility to the driver. Bumpers front and rear. Sturdy collapsible luggage grid.

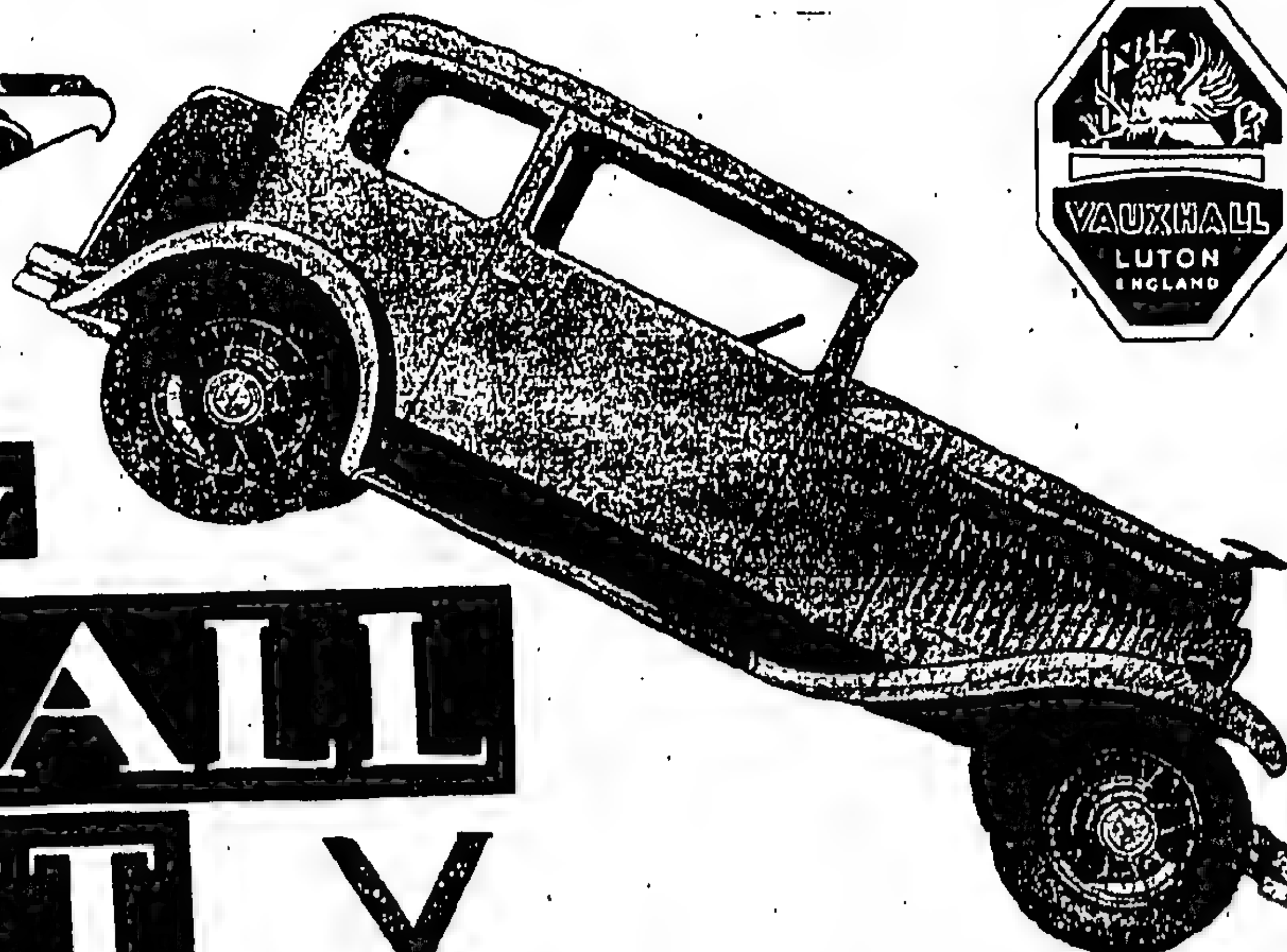
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An English Car built solely for motoring overseas

Your Inspection of this Strikingly Desirable New Arrival is Cordially Invited

**THE HONG KONG HOTEL GARAGE**

THE HONGKONG & SHANGHAI HOTELS, LTD.  
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### 4-LIGHT COUPE

This type of body, sometimes called a close-coupled saloon, is useful for touring, since it provides ample luggage accommodation and affords full visibility to the four passengers. The flush type sliding roof can be easily and quickly adjusted without moving from the driving seat. The backs of the adjustable front seats tip up to allow easy access to the rear. There are bumpers front and rear and a roomy luggage trunk at the rear. Real leather upholstery.

### PRICES!

SALOON ... ..	£280
TOURER ... ..	£275
4-LIGHT COUPE ... ..	£290
DROP HEAD COUPE ... ..	£325

DELIVERED IN

HONG KONG

FOR

EXACTLY

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SAME PRICE

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SISTER MODEL

(WITH LESS POWER)

SELLS FOR IN ENGLAND!

### UNUSUALLY COMPLETE EQUIPMENT WITH THESE OUTSTANDING FEATURES

Graceful bodies with rear leather upholstery soft and long wearing.

Wire wheels and fender well; bumpers front and rear.

Folding rear luggage carrier. Servo assisted brakes; adjustable front seats.

Ignition and spare wheel lock.

Sunshine sliding roof optional on saloon.

Tool locker easily accessible under bonnet.

Eight-day clock. Electric petrol gauge.

Alternative springing for extreme conditions.





## HEAVY JAPANESE LOSSES.

### CASUALTIES EXCEED A THOUSAND.

#### MORE TROOPS.

Shanghai, Feb. 23, 11.55 p.m. To-night, after four weeks of fighting, the battle line is almost without change, since yesterday both sides were consolidating their positions, and the Chinese were moving up troops to reinforce the positions on the Kiangwan front. A rigorous ban is now imposed by the Japanese, who forbid foreigners to visit behind their front, probably a result of the grim eyewitness stories of the horrors of war appearing in the local press, but the Japanese representative was specially conducted to the Japanese headquarters two miles behind the front line, facing Kiangwan, where he was greeted by General Uyeda, a martial figure mounted on a charger.

It seems that the Japanese are painfully aware that their line has been over extended, and admit that their casualties already exceed 1,000. It is not likely that they will again attempt to break through the Chinese resistance at Kiangwan before the heavy reinforcements which are now on the way to Shanghai have landed. The mud roads adjacent to Japanese headquarters are ploughed up by heavy transport, but the Japanese troops are demolishing the Chinese houses nearby and attempting to metal the roads with the bricks, using forced Chinese labour.

#### Scene of Destruction.

Reuter also interviewed the Chinese divisional commander at Tassan where the scene of destruction by continuous Japanese bombing raids is indescribable.

The commander said the Chinese troops were weary after three days of continuous fighting and lack of sleep, but their morale was very high. He was unable to give the number of casualties, but emphasized that the majority were due to aerial and artillery bombardments.

The Japanese naval headquarters announce that the third air raid on Hangchow resulted this afternoon in the complete destruction of five Chinese planes, partially destroyed earlier, all the remaining Chinese planes having left Hangchow.

Nanzhang village was bombed to-day by Japanese planes, and the railway station was partially destroyed. According to Chinese reports, several peasants were killed by exploding bombs striking the straw huts.—Reuter.

#### More Reinforcements.

Shanghai, Feb. 23, midnight. A whole Japanese army corps is shortly to take the field in the Shanghai war. Very reliable information has been received from foreign sources to the effect that two divisions are now on the way to Shanghai and will commence landing to-morrow, and three divisions are mobilising in Japan. Although it is reported that already half the Japanese naval air force is engaged at Shanghai, there being 200 planes, further squadrons of military planes are en route.—Reuter.

#### More British Views.

London, Feb. 23. Mr. Stimson's letter continues to create a very favourable reaction here. The Times says it clearly shows the essential interdependence of the group of treaties signed at Washington in 1921-22, when the Powers, including Japan, forewore any advantage which superior organization and their command of armed forces gave them over a vast, disorganized country named China. They gave an explicit undertaking not to exploit China's weakness. This self-denying ordinance must obviously be respected by all, otherwise it would be a handicap to the nations who were true to their word.

The Times specially stresses Mr. Stimson's remark that the willingness of America to surrender its then commanding lead in battle-ship construction, and leave the position of Guam and the Philippines without further fortification, was dependent on strict maintenance of the Nine Power Treaty. This attitude by America, says the newspaper, will have to be reconsidered if modification of the treaty be made an international issue. That is why Mr. Stimson's letter "affects us all."

The Times continues that Japan's remark in reply to the league note that she has "participated unreservedly in the process of settlement provided by the covenant of the League" is hardly intelligible to western minds who remember that Japan began operations in Manchuria without any previous notification, much less consultation with the League, and the battle recently begun at Shanghai was in direct defiance of an urgent appeal from Geneva.

## HONGKONG SHARE MARKET.

### OFFICIAL SUMMARY BY STOCK EXCHANGE.

With the February Settlement out of the way, the market opened quietly steady this morning, there being hardly any change in rates. In a few instances, however, rates were marked up at which some sales transpired.

**Sales.**  
Hongkong Bank \$1340.  
Union Insurance \$407½.  
Hotels (Old) \$13.  
Hongkong Lands \$74.  
China Lights (Old) \$10.  
Cements (Combined) \$10/10½.  
Govt. Loans 4½ Premium.

**Buyers.**  
Douglases \$20.  
Hotels (Old) \$134.  
Chinese Estates \$25.  
Hongkong Trams \$20.10.  
China Lights (Old) \$10.4.  
China Lights (New) \$18.80.  
Singapore Tractors (Prof.) 14½.  
Cements (Combined) \$10.  
Dairy Farms \$20½.  
Amusements \$10½.  
Govt. Loan 3½ Premium.

**Sellers.**  
Docks \$20.  
Realities \$11.  
Telephones (P.P.) \$22.

#### Japan's Pledge.

Japan stands pledged to negotiate a final settlement in Manchuria and Shanghai in the spirit of the Nine Power Treaty.

The Times maintains that there is a wide difference between the landing of a British force at Shanghai in 1927 and the recent landings of Japanese troops, as Britain acted solely in order to defend British nationals, and not to defend the League, and did not use the Settlement as a base of operations.

It is worth the serious attention of Tokyo that the tendency of diplomatic and public opinion will inevitably become more unfavourable to Japan the longer the conflict continues. It is not that the fundamental justice of Japanese grievances is forgotten, or disregarded, but because the principal reasons behind the Japanese policy regarding China, and Japan has chosen to act single-headed.

The Times concludes that the most reassuring element of the present situation is that the other signatories to the Washington treaties are determined to pursue the common policy adopted by Washington, and will continue to help China by all means in their power to acquire an effective and stable system of Government. "It is too much to hope that Japan will yet join in their constructive task."

#### Liberal Paper's View.

The Manchester Guardian is of opinion that America's refusal to recognize the territorial and other readjustments in China as a result of recent happenings, ought to create a firm basis of co-operation between America and the League.

The Daily Express says Japan's present position carries a warning that she began by fighting a sectional Chinese Government, and now finds herself in danger of fighting the Chinese nation.

Mr. Wickham Steed in a letter to the Times says there should be a clear indication that British diplomatic representatives will be withdrawn from those countries which decline to accept the League's recommendations, and that British ports will be closed to their merchandise. He thinks it is even yet not too late to do this.—Reuter.

#### European Action.

Geneva, Feb. 23. The European Powers' line of action regarding the Far East is regarded here as co-operation with the League rather than the conclusion of any individual policy such as Mr. Stimson's Note to Japan of February 7. Charges and counter-charges of atrocities such as the use of dum-dum bullets and the slaughter of civilians are being bandied between the Japanese and Chinese representatives.—Reuter.

#### Sir Miles Lampson.

Shanghai, Feb. 23. Sir Miles Lampson is going to Nanking to-morrow morning on H.M.S. Wishart, and will stay there a few days, during which he will see Chiang Kai-shek.—Reuter.

#### Third Raid on Hangchow.

Japanese planes are now making a third bombing attack on Hangchow, and Japanese naval headquarters announce that one Japanese bomber was forced down in the Chientang River and completely destroyed, but the pilot was saved.—Reuter.

#### Cost of The War.

Tokyo, Feb. 23. After sanctioning the expenditure of a further Yen 22,000,000 for the campaign at Shanghai till the end of March, the Cabinet sought the approval of the Privy Council Imperial for the ordinance covering the emergency payment, bringing the total expended for Manchuria and Shanghai thus far up to Yen 95,000,000.—Reuter.

## SHANGHAI RELIEF.

### FURTHER LARGE SUM RAISED HERE.

Another \$12,000 was collected from the leading Chinese native banks and firms on Thursday when the Directors of the Tung Wah Hospital made a fifth visit to the Chinese firms in the Central District for funds in connexion with the relief of Shanghai refugees.

There is every indication that the Tung Wah Hospital fund is likely to meet with further success as the Chinese community is taking more interest in the Shanghai situation every day. The vernacular newspapers containing the latest dispatches from Shanghai have had enormous sales while maps showing the places in the zone at Shanghai and the Chinese defence system are being sold in thousands daily.

It is understood that the Globe Lithographic Press of Hongkong has printed thousands of these maps which are sold in the streets and the proceeds of the sale will be sent to the Tung Wah Hospital for the relief of the Chinese distressed.

#### Aid For Shanghai.

It was learned yesterday that 60 nurses and men, all members of the St. John Ambulance Brigade are going up to Shanghai to assist in helping the wounded. A few days ago a cable was received from London asking the local organisation to send men to help in the work at Shanghai, and in response the above members are going up on Tuesday by the Dollar Line steamship President Lincoln, sailing at 4 p.m.

They all volunteered their services, and the passages are being paid by the St. John Ambulance Brigade. A cable was also received yesterday from Shanghai asking the local organisation to send a motor ambulance up at once together with the driver. The Hongkong brigade is sending 400 blankets, together with medical supplies, several thousand dollars being spent on these needs.

## EXPORT OF CAPITAL.

### REMOVAL OF RESTRICTIONS WHEN POSSIBLE.

London, Feb. 23. In the House of Commons to-day, Mr. Neville Chamberlain, announced that the restrictions on the export of capital which were imposed when the gold standard was abandoned last year, would be withdrawn as soon as it was considered the step could be taken without detriment to the national interest. "There is no evidence at present," he said, "that the restrictions are hampering the export trade," he declared.—Reuter's Special Service.

## SILVER AND GOLD.

### STATEMENT BY AMERICAN COMMITTEE.

Washington, Feb. 23. A statement urging that the time has come to call a halt in the present monetary dislocation, has been issued by the sub-committee of the House of Representatives investigating the silver problem. The committee, which is holding a hearing shortly, declares that it recognises the urgency of "re-establishing proper relations between the world's yardsticks of silver and gold."—Reuter's American Service.

## HENLEY BY-ELECTION.

### SEAT RETAINED BY THE CONSERVATIVES.

London, Feb. 23. The Henley by-election, due to the death of Captain Henderson, resulted: Sir Gifford Fox (Conservative) 16,583.  
Mr. E. B. Matthews (Liberal) 7,129.  
Polling at the last election was: Capt. Henderson 24,015.  
E. B. Matthews 5,411.  
F. J. Hembury (Lab.) 3,809.

It is notified by direction of His Excellency the Governor and pursuant to sub-section (1) of section 18 of the Tobacco Ordinance, 1931, that the Harbour of Victoria has been appointed a port for the importation and exportation of tobacco.

It is notified that during the absence on leave of Mr. A. L. Cereira de Albuquerque e Castro, Consul General for Portugal in Hongkong, Mr. E. da Rosa will be Acting Consul General in charge of the Portuguese Consulate.

The Inspector-General of Police and Mrs. Wolfe, Mr. A. J. C. Taylor, Police Accountant, and his wife and family, Miss G. Angus, stenographer at Police Headquarters, and Sub-Inspector Logan and his wife and daughter were amongst those who sailed for Home on leave on the P. & O. Malacca to-day.

## ZIMMY HAS A DIP.

### SHORT DEMONSTRATION AT V.R.C.

The art of propelling in the water without the use of a diving board was demonstrated by Charles Zimmy, the legless wonder, who attracted not a little attention when he had a dip off the steps of Victoria Recreation Club yesterday afternoon.

Zimmy intended to exploit his repertoire of strokes in the tank and he also intended to give an exhibition of high diving, but unfortunately the bath was under repairs. However, he treated those present to a short demonstration during which he showed how he employed his famous Australian crawl without the kicking and also how he does the breast and other strokes.

Without the weight of a pair of legs Zimmy showed that he was quite a specialist in swimming backwards, paddling his hands, with his arms fully extended.

Zimmy is appearing at the King's Theatre where he gives an exhibition, under water, in a small tank. He sells drinks and smokes under water and winds up with a short dance of his own.

After his exhibitions in Hongkong Zimmy will make a short visit to Canton before continuing his trip to Europe to swim the English Channel.

## EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	88½	88½
Geneva	17½	17½
Berlin	14½	14½
Oslo	18½/16	18½/16
Helsingfors	270	270
Athens	39½	39½
Buenos Aires	1/11½	1/11½
New York	3.48½	3.48½
Amsterdam	8.63½	8.63½
Vienna	32	32
Madrid	45½/16	45½/16
Barcelona	580	580
Hankow	1/5½	1/5½
Brussels	24.97½	25
Milan	66.15/16	66.15/16
Stockholm	18.10	18.10
Copenhagen	18½	18½
Prague	117½	117½
Lisbon	109½	109½
Bombay	4.3/16	4.3/16
Yokohama	1/8.5/32	1/8.5/32
Montevideo	1/10½	1/10½
Montreal	30½	30½
Silver (spot)	3.96½	3.96½
„ (forward)	19.13/16	19.13/16
„ (forward)	10.13/16	10.13/16

— British Wireless.

Fox Trot-Star Dust.  
Fox Trot-Wrap Your Troubles In Drama. 12189.  
Fox Trot-I Idolize My Baby's Eyes.  
Fox Trot-I Don't Know Why. 6185.  
Waltz-After The Dance.  
Waltz-Beneath Montana Skies. 12160.

10.30 p.m. (approx.) Rugby Mid-Day Press News.

11.30 p.m. Close Down.

SUNDAY'S PROGRAMME.

11.00-12.15 p.m. Relay of Service from the Union Church. Kennedy Preacher: The Rev. Mr. E. G. Fowell.

Order of Service.

Voluntary.

Hymn-"O For a Heart to Praise my God."

Invention and Lord's Prayer.

Hymn-"Lord of the Worlds Above."

Scripture Reading.

Hymn-"Thy Kingdom Come O God."

Prayer.

Offering.

Offering Prayer.

Hymn-"Rest of the Weary, Joy of the Sad."

Sermon-"Can We be Christians?"

Hymn-"When I Survey the Wondrous Cross."

National Anthem.

12.15-2.00 p.m. Chinese Recorded programme.

1.00 p.m. Local Time and Weather Report.

2.00 p.m. Close Down.

2.15 p.m. Organ Recital from the Union Church.

8.00-10.00 p.m. European Programme.

8.00 p.m. Local Time and Weather Report.

8.03-8.36 p.m.

Quintet in F Minor (Cesar Franck) Played by Alfred and the International String Quartet (Margot-Pecker-Howard-Withers). 35-38.

1st Movement-Molto moderato quasi lento.

2nd Movement-Lento con molto sentimento.

3rd Movement-Allegro con fuoco.

8.36-9.05 p.m.

Relay of Organ Recital by Mr. G. E. Longyear, from the Union Church, Kennedy Road.

Programme.

Overture.....Handel.

Poem.....Pibich.

Nuptials.....Handel.

Allergo.....Ganne.

Tramersel.....Schumann.

9.05-9.47 p.m.

Three Great Scenes from Wagner's Operas Played by the Berlin State Opera Orchestra conducted by Karl Muck.

Die Meistersinger Overture-Gottschalk.

The Rhine-"Siegfried's Journey to the Rhine" and "Siegfried's Funeral March"-Parsifal Prelude.

9.47-10.00 p.m.

Eight Chopin Etudes, played by Wilhelm Bachaus.

Op. 25—No. 5 in F Major, No. 4 in A Minor.

Op. 10—No. 5 in E Flat Major. 6594.

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Op. 10—No. 5 in E Flat Major. 6594.

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## RADIO BROADCAST

### COMMENTARY ON TO-DAY'S FOOTBALL.

By Z. B. W. on a wavelength of 855 metres (845 K.C.s).  
2.45 p.m. (approx.).

A Running Commentary on the Football Match between the Kowloon Football Club and the South Wales Borderers from the Kowloon Football Club Field, by kind permission of the Kowloon Football Club and the Football Association.

6.00-7.00 p.m. Chinese Programme.

7.00-11.30 p.m. European Programme.

7.00 p.m. Mail Notice, etc.

7.03-9.30 p.m. Programme of Victor Records kindly supplied by Messrs. Tang Fook Piano Co.

8.00 p.m. Local Time and Weather Report.

7.03-8.12 p.m. A Concert.

Orchestral-(a) Andante from "Orpheus" (Gluck) (b) Prelude in A Major (Chopin) (c) Waltz in A Flat (Brahms) (d) Minuet in G (Bach).

Victor Orchestra. 22172.

Song-Comin' Thro' the Rye (Old Scotch Air).

Song-Home Sweet Home (Payne-Bishop).

Marion Talley (Soprano). 1140.

Piano Solo-Brooklet (Schubert-Rachmaninoff).

Piano Solo-Turkish March (Beechovni).

Sergei Rachmaninoff. 1196.

Song-Beloved it is Morn (Hickey-Aylward).

Song-Ah, Moon of My Delight (Lehmann).

Richard Crooks (Tenor). 9014.

Violin Solo-Album Leaf-Romance (Wagner-Wilhelm).

Violin Solo-Tango (Elman).

Mischa Elman. 7195.

Song-Swiss Echo Song (Eckert).

Song-Lo, Here the Gentle Lark (Shakespeare-Bishop).

Marion Talley (Soprano). 5593.

Piano Solo-Sarabande (Bach).

Piano Solo-Improvisation in A Flat (Schubert).

Sergei Rachmaninoff. 6621.

Song-I Look Into Your Garden (Wilmott-Haydn Wood).

Song-Devotion (Wenda-Haydn Wood).

John McCormack (Tenor). 1147.

8.12-8.30 p.m.

A Selection of Stephen Foster's Melodies.

Open Thy Lattice, Love-Uncle Ned.

Village Maiden-Beautiful Dreamer.

Ring de Banjo-Oh! Lullaby-Nelly.

Blip-Oh! Boys, Carry Me 'Long.

Lou'slana Belle-De Campdown Races.

Nat Shilkret and the Victor Salon Group. 9246.

Old Black Joe.

My Old Kentucky Home.

Nat Shilkret and the Victor Salon Group. 9248.

8.30-9.03 p.m. Variety.

Humorous Song-He's So Unusual.

Humorous Song-I'd do Anything for You.

Helen Kane (Comedienne). 22080.

Cornet Solo-Napoli.

Del Stalgiers. 22191.

Humorous Monologue-Eddie Cantor's Tips on the Stock Market.

Humorous Song-My Wife is on a Diet.

Eddie Cantor. 22189.

Banjo Solo-Lollipop.

Harry F. Reser. 20430.

Humorous Song-The Song of the Prune.

Humorous Song-Down in De Cane Brake.



## LAST 2 DAYS SINCERE'S STOCK-TAKING SALE

SURPLUS OF STOCK MUST BE CLEARED BEFORE  
OUR STOCK-TAKING WHICH WILL BE HELD  
AT THE END OF FEBRUARY.

SALE POSITIVELY CLOSES ON  
FEBRUARY 28TH.

Don't Miss This Infrequent Leap Year Offer.

### SPECIAL ATTENTION.

Sincere's Stores close on Monday,  
February 29th for Stock-Taking.  
Customers are kindly requested to  
take note that on Monday, February  
29th, all our stores will be closed  
for stock-taking... Tuesday next  
will see the resumption of our  
usual business

THE SINCERE CO., LTD.

### TENNIS TOURNNEY.

#### RUMJAHN DEFEATS YOUNG STAR.

Tsui Yun-pui, the young Chinese  
who is one day going to sweep  
aside all local opposition, was  
given his severest test in com-  
petitive tennis yesterday when he  
met S. A. Rumjahn, potential  
winner of the open singles cham-  
pionship, in the second round of  
the tournament.

He was decisively beaten in  
straight sets, but it can be truth-  
fully said that he contributed far  
more to his defeat than Rumjahn,  
although the latter played great  
tennis after a shaky opening and  
was obviously superior in prac-  
tically all phases of the game.

None the less, Rumjahn would  
never have got away with the  
second set to one if Tsui had not  
abandoned discretion in a futile  
attempt to drive his opponent off  
the court. Up to that time he  
had fully held his own and had  
taken the first set to ten games.  
But, relying too much on a power-  
ful forehand drive, he just work-  
ed it to death and it eventually  
became a boomerang which re-  
coiled on his own head.

From the spectators' point of  
view this was by far the most en-  
tertaining match to date, but  
those who expected great things  
from Tsui (and not without some  
justification, judged by his pre-  
vious showings) must have been  
disappointed in his lack of  
tenacity and inability to con-  
trol his impetuosity. That he  
has some very fine ground strokes,  
particularly on the forehand, was  
amply demonstrated, and he can  
also run up and volley with good  
judgment, but, in all other phases,  
he was singularly lacking, and  
Rumjahn's brainwork was suffi-  
cient to defeat him.

"Sir," after recovering from  
the shock of a fierce and mag-  
nificently directed onslaught in the  
first two games, in the course of  
which he was oftentimes beaten out  
right by wizardly drives, settled  
down to not only beat Tsui at his  
own game, but to add a sufficient  
variety to his strokes as to take  
the sting out of his opponent's  
aggressive but erratic attack.  
Tsui has latent abilities, and  
when he has developed his game  
he will be a serious contender  
for local honours. Like his brother,  
he produces his strokes with  
an attractive style and has all  
the makings of a fine player.  
The results in detail were:

SHOWING  
TO-DAY  
AND  
SUN., 28th FEB.

At the  
**KING'S**  
ALL BRITISH NEWS

REELS  
at 11.45 a.m.  
Continuous Programme

Steps to Stardom.

Ponies.

Listen to the Band.

Making a Tooth Brush.

The Secretary Bird.

Atlantic Antics.

Britain's Brightest Babies.

Lonnie Scotland.

and

Many Others.

Prices

Stalls ..... 20c.

D. Circle ..... 50c.

Complete Change of Programme  
Weekly.

### OPEN SINGLES.

Second Round.

S. A. Rumjahn beat Tsui Yun-pui  
3-1, 6-1.  
Yew Man-ki beat A. H. Harkins  
3-1, 6-0.  
J. A. E. Cassumbhoy beat Lu Tak-  
cheuk 2-6, 6-4, 6-3.  
Y. Hachuma beat M. K. Lo, w.o.  
E. C. Fincher beat J. J. Barrow  
1-2, 6-1.

### OPEN DOUBLES.

First Round.

G. W. Sewell and L. Wright beat  
Wong Fuk-nam and Ho Hin-kan 7-5,  
7-4.  
G. A. Naranjo and L. A. da Rocha  
beat Lu Tak-cho and Luk Chan-  
cheong 6-8, 7-5, 7-5.  
Lee Wai-long and Luk Ding-  
cheong beat A. R. Mina and A. H.  
Madar 6-1, 6-4.  
C. F. Hyde and M. W. Turner  
against A. V. Remedios and L. A.  
Ribeiro was left unfinished with the  
scores of 7-5, 3-6, 10-10.

Do you study price or value when  
purchasing?

Our Provisions are obtained from  
the World's Best Markets—

**QUALITY FIRST!**

Kippers. Palethorpe's Sausages.  
Bloaters. Cooked Ham.  
Haddocks. Finest York Hams.

Sunny Leghorn Farm  
**EGGS**  
\$1.50 Per Dozen.

### PRIME BACON.

Back.	Per lb. \$1.40	Streaky.	Per lb. \$1.20.
Hammon Hocks.		Corner Hammon.	
3—5 lbs.	Per lb. \$1.00.	3—6 lbs.	Per lb. \$1.50
Whole Hammons.			
	12—14 lbs.	Per lb.	\$1.20.

A full range of delicious canned foods—  
so handy when your friends drop in for  
pot-luck.—Keep some in your cupboard.

**LANE, CRAWFORD, LTD.**  
Provision Dept.

TO-MORROW AT THE QUEEN'S.  
CAN THERE BE A PERFECT MURDER?

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HERE, AT LAST, is Double Action cleansing—Listerine Tooth Paste on a Pro-phy-lac-tic Tooth Brush! It is the modern, the scientific way to clean and whiten teeth, to preserve them against decay, to foster the health of the gums.

The amazing polishing agents used in Listerine Tooth Paste are rubbed against and between the teeth by the action of the notched bristle surface and tufted end of the Pro-phy-lac-tic Tooth Brush. Every particle of foreign matter in the mouth is dissolved and swept away. Every part of every tooth receives a thorough cleansing.

Then, the firm, extra-resilient bristles of the Pro-phy-lac-tic, plus the new polishing agents, exclusive with Listerine Tooth Paste, whiten the teeth, massage and care for the gums. You notice at once the effects of this double

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on a Pro-phy-lac-tic  
Tooth Brush



action cleansing. Your teeth reveal their gleaming white enamel...tartar disappears...discolourations vanish. Try Listerine Tooth Paste. Demand the Pro-phy-lac-tic Tooth Brush.

**IMPORTANT:** Pro-phy-lac-tic Tooth Brushes are always sold in sanitary yellow boxes, never loose. Look for the hyphenated name. Listerine Tooth Paste is sold usually at considerably lower prices than other quality dentifrices.

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### COLOURS FOR EROS.

#### FOUNTAINS OF LIGHT.

A brighter future is being planned for Eros.

When he was christened the fountains began officially to play. Later he may be bathed in colour by floodlights hidden beneath the waters of his basin.

For the next three months the fountains will play for three hours each Saturday and Sunday—an hour and a half at mid-day and an hour and a half after 3 p.m.

"If the experiment is a success the times will be extended," said the L.C.C. Art Committee. "Later, when questions of economy are not so pressing, the fountains may play at night."

"We shall also consider installing coloured lights beneath the fountains which will produce a still prettier effect."

Eros is cast in aluminium. By the use of coloured fountains he may appear as gold, silver, or copper, assuming three different hues in as many seconds.

### ENGLISHWOMAN IN CAR DRAMA.

#### COMPETITOR KILLED.

Nice, Jan. 30. Mrs. Lillian Butchart, of Thornhillgarden, Sunderland, one of the competitors in the Monte Carlo Motor Rally, was involved in a fatal accident near Lyons last night.

Her car collided in the dark with another car, also taking part in the Rally, which was drawn up on the roadside.

One of the passengers, Mr. Rodrigo van Nostengroter, of Hol-

### COMING SHORTLY TO THE KING'S



Evelyn Love and John Boles in "One Heavenly Night"

land, who was changing a tyre, was fatally injured, and two other men also received injuries. Mrs. Butchart was unhurt, but suffered from shock.

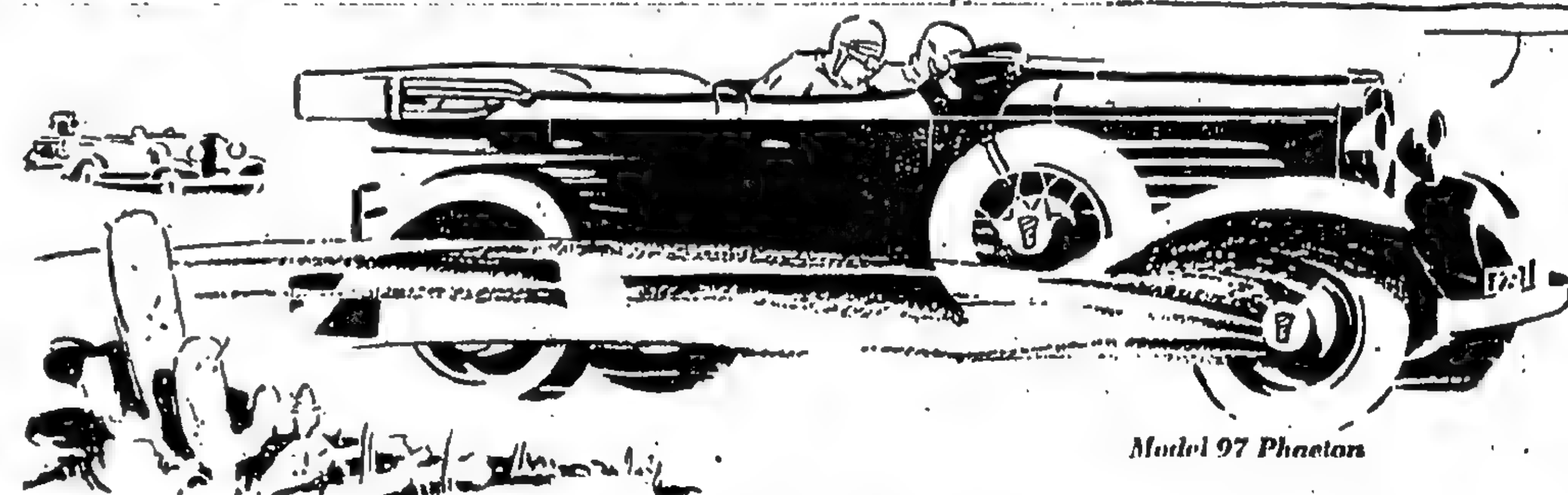
The police would not allow Mrs. Butchart to proceed pending an inquiry into the cause of the accident.

Two further accidents, involving British victims, marked the last stage of the rally to-day.

Near Cannes, a car in which were Mr. James Hicks, of Rothesay, and Mr. John Porter, of Glasgow, crashed into a tree and overturned. The occupants escaped with cuts and bruises.

Miss D. Howe and Miss N. Stevenson, both of Montreal, were taken to hospital with injuries received when their car collided with another near Cap d'Antibes.

# WILLYS WINS



Model 97 Phantom

**Mexico**—For years, the annual mountain race between Mexico City and Puebla has been accepted as one of the most gruelling tests of a car's power, speed, built quality and stamina. The ascent is at a grade of about 7.22%, the highest point being reached 10,486 feet above sea level.

In competition with a large field of four, sixes and eights, two Willys Six stock cars, raced to first and second place. The winning car covered the course of 75.3 miles in exactly 75 minutes.

**Pike's Peak—the U. S. A. Classic**—Sweeping up the famous highway to the summit of Pike's Peak, two stock Willys Six roadsters won first and second place.

The winning Willys Six covered the moun-

tain route of 121 1/3 miles in 24 minutes, 18 1/5 seconds, establishing a new record.

The second Willys Six was clocked in 25 minutes 18 seconds.

**Maroc Dry Lake, California, U. S. A.**

—One mile in second gear—flying start—time 66.90 seconds averaging 53.812 miles per hour.

500 miles covered in 7 hours, 6 minutes, 45 seconds—an average speed of 70.2903 miles per hour.

**Auckland, New Zealand**—At the Reliability Trials held by the Automobile Association, the Gold Medal for highest marks in petrol consumption tests was won by a Willys Six—the actual mileage being 37 to the imperial gallon.

These sensational records are outstanding in every respect and are concrete examples of the brilliant and economical performance of Willys cars.

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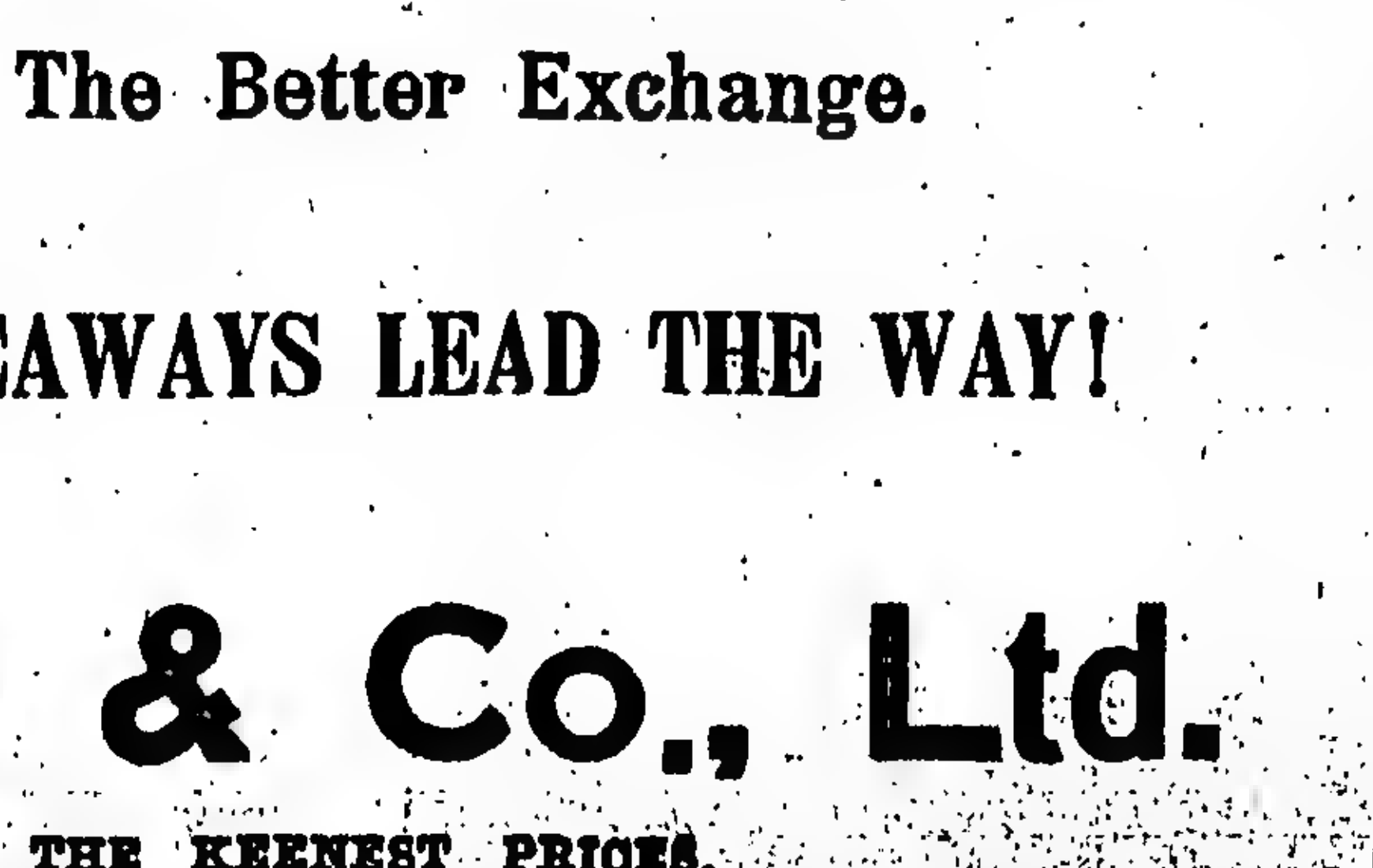
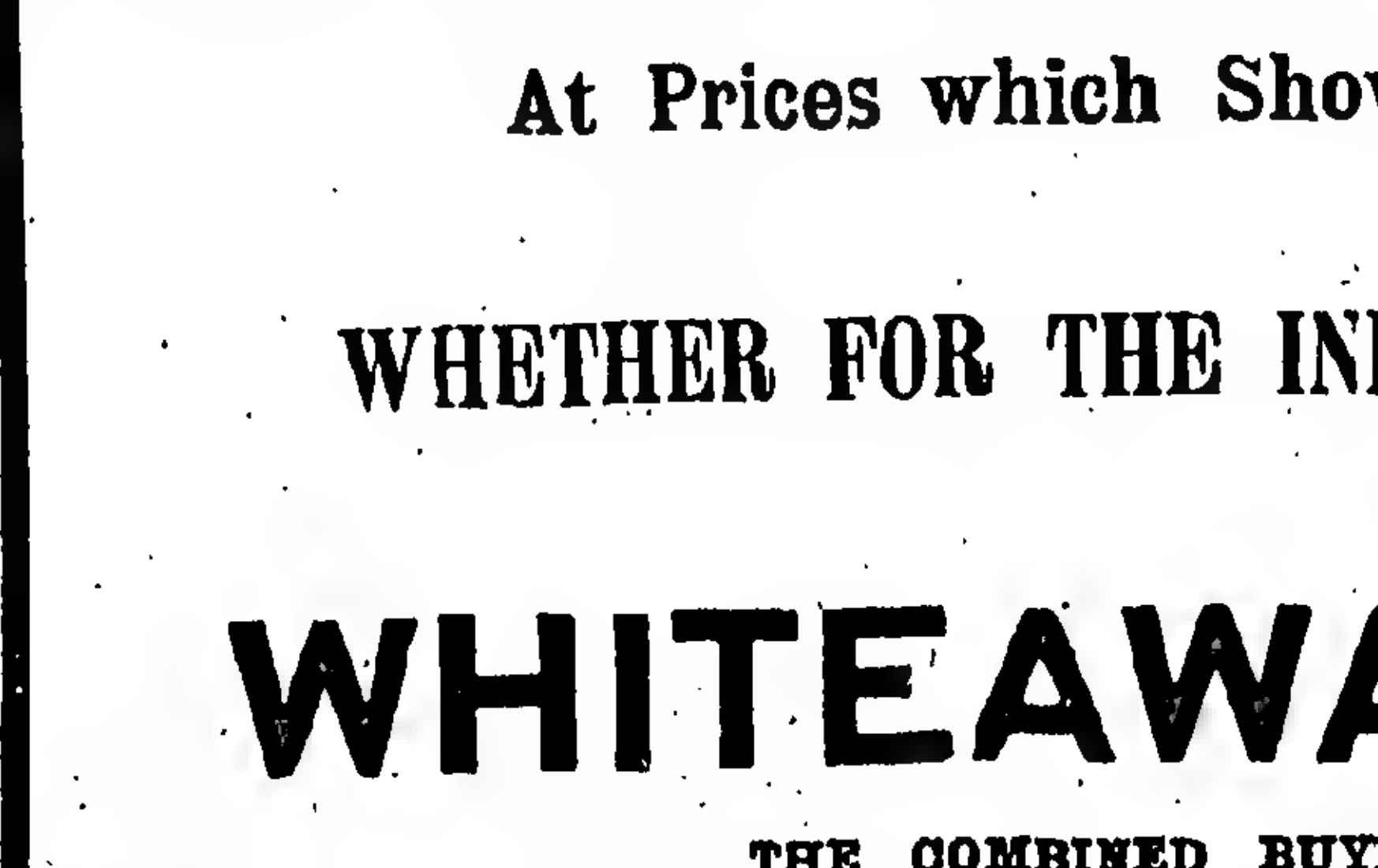
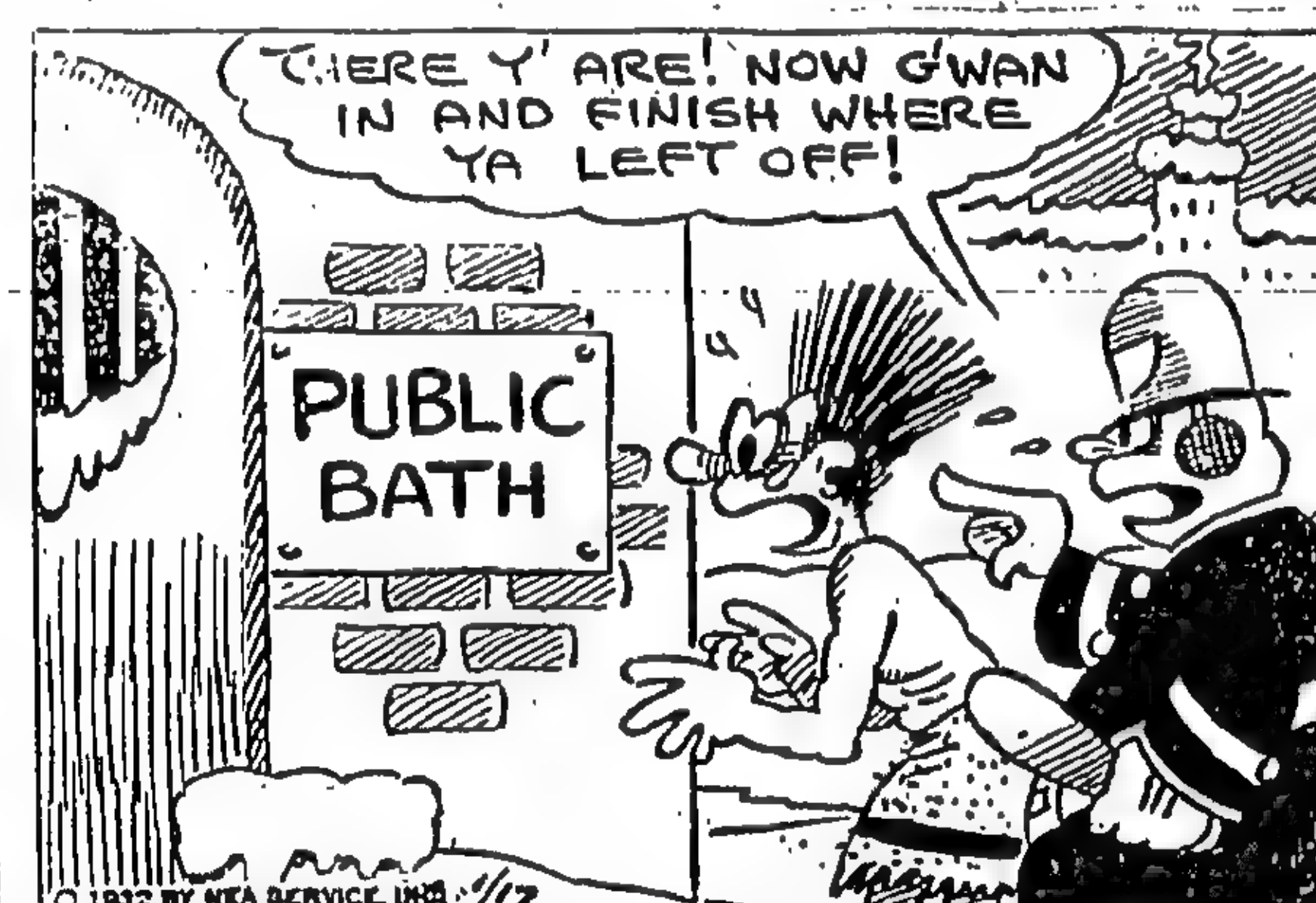
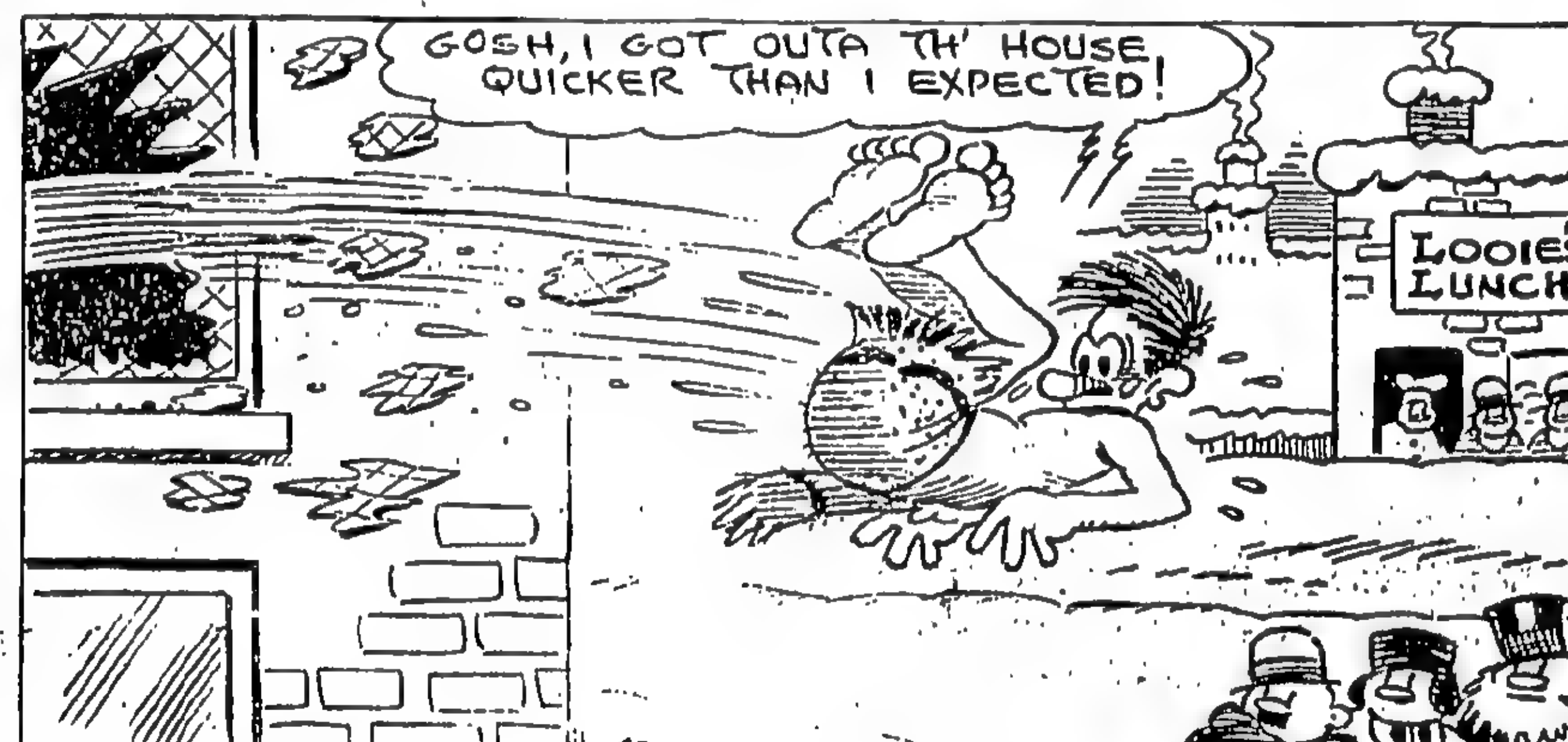
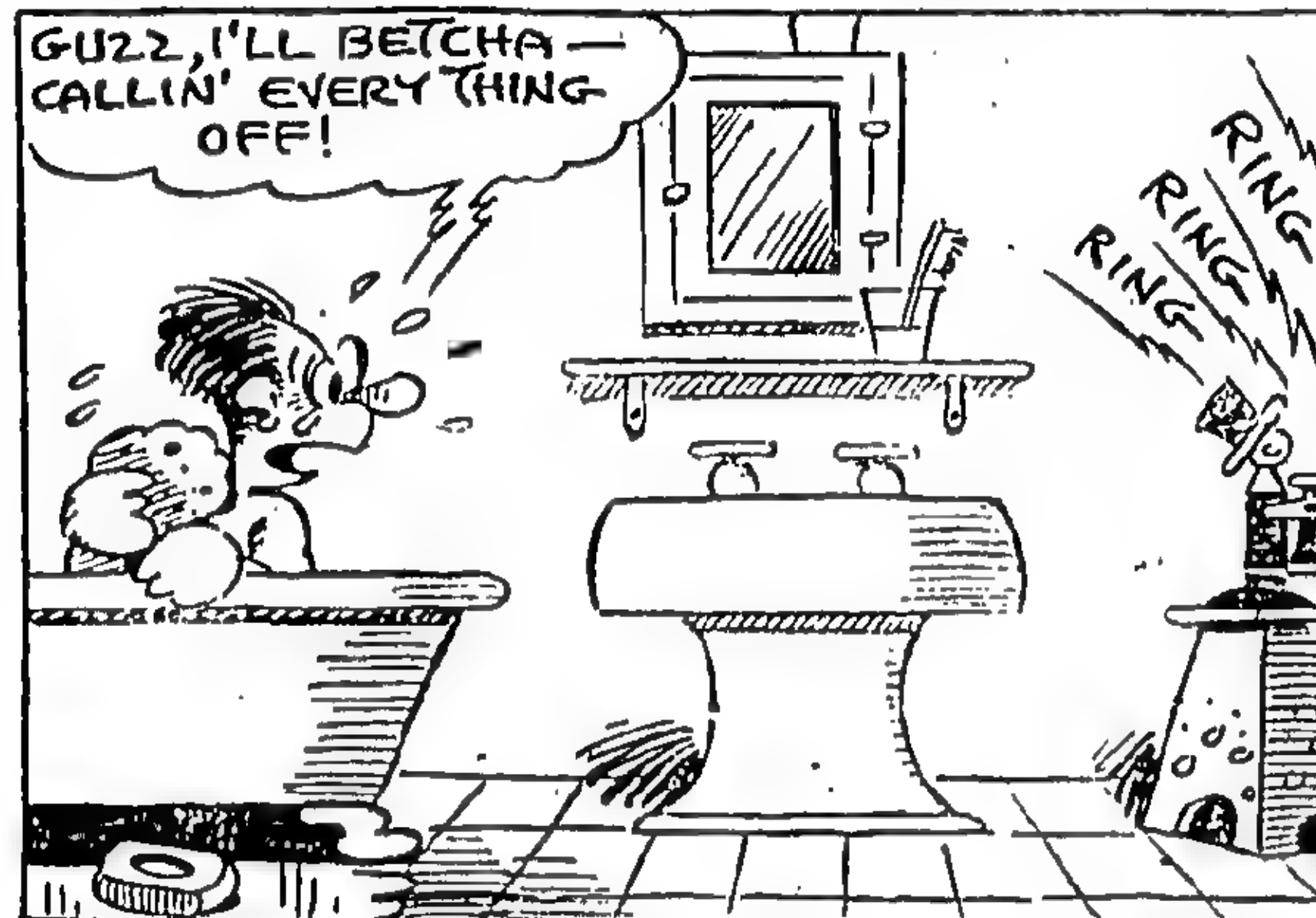
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**LIVERPOOL SERVICE**  
AGAMEMNON 5th Mar. For Port Said, Liverpool, Havre  
& Glasgow  
POLYDORUS 20th Mar. For Port Said, Genoa, Havre &  
Liverpool

**NEW YORK SERVICE**  
MENESTHEUS 11th Mar. For Boston, New York & Baltimore  
via Philadelphia, Port Swantonham & Singapore

**PACIFIC SERVICE** (via Kobe & Yokohama)  
IXION 10th Mar. For Victoria, Van'ver & Seattle  
TYNDAREUS 9th Apr. For Victoria, Van'ver & Seattle

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KERNON Due 27th Feb. For Shanghai, Kobe & Yokohama  
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## NEW GOVERNOR OF PHILIPPINES.

ARRIVAL IN HONGKONG  
LAST NIGHT.

Colonel Theodore Roosevelt, the new Governor-General of the Philippine Islands, who succeeds Mr. Dwight Davis, arrived in Hongkong by the American Mail liner President Taft last night. Owing to the delay occasioned by the medical examination of the ship by the port authorities, Col. Roosevelt disembarked from the President Taft at Lyemooon Passage into the Government launch "Britannia" and, together with his party, landed at Queen's Pier. Col. Roosevelt was met at Lyemooon Passage by Capt. T. A. H. Colman, Aide-de-Camp to His Excellency the Governor, Capt. D. R. M. Cameron, Aide-de-Camp to the General Officer Commanding, Major-General J. W. Sandilands, and the Consul-General for the United States, Mr. John R. Putnam.

### Guests of Governor.

Immediately upon landing, Col. Roosevelt and party were driven to Government House, where they will be the guests of His Excellency the Governor until their departure for Manila this evening. Col. Roosevelt's party includes Mrs. Roosevelt, Miss Roosevelt, Lt. Col. Crockett (A.D.C.), Miss Weldon, a guest of Miss Roosevelt, and the Misses Narn and Henney.

Immediately after his arrival at Government House last night Col. Roosevelt was interviewed. The first impression gained of Col. Roosevelt as our representative was unshaken into the room, was of his extreme youthfulness. Although Col. Roosevelt is in his forties, he looks much younger, and radiates an air of geniality that instantly shows wherein lies his popularity with those with whom he has come in contact.

In the course of an exclusive interview Col. Roosevelt said: "I am very happy to be here, and it is most kind of His Excellency to entertain us. It is three years since I was in Hongkong before, and at that time I was with Sir Cecil Clementi."



**If the Swiss Milkman from the Emmenthal**

brought you the milk straight to your house, it surely could not be purer and more wholesome than "BEAR BRAND" milk.

The Swiss Alps Milk Company enjoys many advantages for which it may be said to be established right in the best milk centre, the Emmenthal in beautiful Switzerland, it combs the milk of an excellent breed of cows. So no wonder that "BEAR BRAND" natural Swiss milk excels so much in richness of cream, flavour and keeping properties for all the year round BEAR BRAND milk comes from the same milk district, from the same herds.

**BEAR BRAND**  
Natural Swiss Milk

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SUMMER EXCURSIONS ON SALE JUNE 1st TO AUG. 31st  
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Mar. 15	Mar. 18	Mar. 19	Mar. 20	Mar. 22	Mar. 23	Mar. 21
Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 11	Apr. 9
Apr. 5	Apr. 8	Apr. 9	Apr. 11	Apr. 13	Apr. 15	Apr. 11
Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	May 9	May 8
May 6	May 9		May 11	May 13	May 19	May 18

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CANADIAN AUSTRALASIAN LINE.

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Hiyama Maru ... Tuesday, 1st Mar.  
Hiyo Maru ... Tuesday, 29th Mar.  
**LONDON, MARSEILLES, ANTWERP & ROTTERDAM** via  
Singapore, Penang, Colombo & Suez.  
Haruna Maru ... Saturday, 5th Mar.  
Katori Maru ... Saturday, 19th Mar.  
**SYDNEY & MELBOURNE** via Manila & Ports.  
Kitano Maru ... Saturday, 27th Feb.  
Atsuta Maru ... Saturday, 26th Mar.  
**MANILA**  
Shinyo Maru ... Wednesday, 2nd Mar.  
**BOMBAY** via Singapore, Penang & Colombo.  
Tottori Maru ... Sunday, 28th Feb.  
Kaga Maru ... Friday, 11th Mar.  
**SOUTH AMERICA (WEST COAST)** via Japan, Honolulu,  
Los Angeles, Mexico & Panama.  
Rakuyo Maru ... Thursday, 17th Mar.  
**NEW YORK, BOSTON** via Panama.  
Toba Maru ... Monday, 11th Apr.  
**LIVERPOOL** via Port Said, Beyrouth, Constantinople,  
Piraeus & Genoa.  
Lyons Maru ... Monday, 14th Mar.  
**CALCUTTA** via Singapore, Penang & Rangoon.  
Rangoon Maru ... Monday, 29th Feb.  
Nagato Maru ... Tuesday, 8th Mar.  
**SHANGHAI, KOBE & YOKOHAMA.**  
Hakodate Maru (Moji Direct) ... Sunday, 28 Feb.  
Tango Maru (Kobe Direct) ... Monday, 29th Feb.  
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SHANGHAI & KOBE		
TO KOBE via AMOI, SHANGHAI, Yuensang		Tues. 1st Mar at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Suisang	Satur. 19th Mar at 7 a.m.
TO SANDAKAN	Mausang Yusang Hinsang	Wed. 2nd Mar at noon. Sun. 6th Mar at noon. Thurs. 10th Mar at noon.
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Sailings to Europe

3th March Mar. Chianca, L'don, A'dam, Rotterdam, Hamburg, Bremen.  
5th March Genoa, Rotterdam, Hamburg, Bremen.  
7th March Genoa, B'ona, A'dam, R'dam, H'burg and B'men.  
25th March C'oa, M'lies, R'dam, H'burg.  
30th March M'lies, Oran, A'dam, R'dam, H'burg and B'men.  
29th March Genoa, B'ona, R'dam, and H'burg.  
4th Apr. Genoa, B'ona, A'dam, R'dam, H'burg and Bremen.

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NDL Hongkong/New Guinea service: S.S. "BREMERHAVEN," due 5th March, from New Guinea ports.

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Fortnightly sailings on Tuesdays.  
Pros. Lincoln ... Mar. 1, 4 p.m.  
Pros. Coolidge ... Mar. 15  
Pros. Wilson ... Mar. 29

Fortnightly sailings on Saturdays.  
Pros. Taft ... Mar. 5, 4 a.m.  
Pros. Jefferson ... Mar. 19  
Pros. Madison ... Apr. 2

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Fortnightly sailings on Sundays via Manila, Suez, Colombo, Bombay, Suez Canal,  
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Pros. Folk ... Sun. Mar. 6, 8 a.m.  
Pros. Adams Sun. Mar. 20, 8 a.m.  
Pros. Harrison S. Apr. 3, 8 a.m.

Pros. Taft ... Feb. 27, 6 p.m.  
Pros. Folk ... Mar. 6, 8 a.m.  
Pros. Coolidge ... Mar. 20, 8 p.m.

Pros. Jefferson ... Mar. 12, 6 p.m.  
Pros. Adams ... Mar. 20, 8 a.m.  
Pros. Wilson ... Mar. 22, 6 p.m.

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M.V. "FORMOSA" ... 27th Mar.  
M.V. "SHANTUNG" ... 27th Mar.  
M.V. "NAGARA" ... 27th Apr.

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SHANGHAI, AND JAPAN PORTS.

Sailing about  
M.V. "NAGARA" ... 27th Mar.  
M.V. "NANKING" ... 22nd Apr.  
M.V. "TAMARA" ... 22nd May.

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CAN THERE BE A PERFECT MURDER?

**GUILTY HANDS**

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ANDRE LEBON... 15th Mar.	G. METZINGER... 16th Mar.
FELIX ROUSSEL... 29th Mar.	G. PHILIPPA... 29th Mar.
G. METZINGER... 12th Apr.	PORTHOS... 12th Apr.
G. PHILIPPA... 26th Apr.	CHENONCEAUX... 26th Apr.
PORTHOS... 10th May.	ATHOS II... 10th May.
CHENONCEAUX... 24th May.	D'ARTAGNAN... 24th May.
ATHOS II... 7th June.	ANDRE LEBON... 7th June.

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Motor Vessel "GLENAMORY" ... 4th Mar.

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Steamship "PEMBROKESHIRE" ... 11th Mar.

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## PRIZE DAY AT ST. STEPHEN'S

(Continued from Page 2.)

Abraham Lincoln declared that he hoped it would be said of him that he always plucked a thistle and planted a flower where a flower would grow. I remember I once quoted this and a Scotch friend asked me kindly to go slow with plucking thistles which he had been at infinite pains to plant! (Laughter). It is difficult to please everyone.

But we hope to-day's planting will bring a fresh beauty to the school and to this lovely spot. Trees—those mysterious beautiful creatures that can outlive "the drums and trappings of ten conquests"—seem perhaps more human than many others of nature's gifts. There is a verse, written by a woman I think, which always pleases me:

"I think that I shall never see  
A poem lovely as a tree.  
Poems are made by fools  
like me,  
But only God can make a tree."

Speeches are also made by fools like me—(laughter) and it is high time I finished mine and gave the promoters of this tree planting a chance of carrying out their admirable programme.

The Sinhalese say that the coconut tree flourishes most if human beings walk beneath it and talk beneath it. I can only hope that the kindly words and thoughts that come from St. Stephen's may reach the little plantation we are inaugurating to-day and that the school and the grove may flourish as the green bay tree.

## Vote of Thanks.

The Hon. Mr. S. W. Ts'o proposed a vote of thanks to the Bishop, Mrs. Southern and Dr. Yue, which was seconded by the Hon. Mr. T. N. Chau, and was carried with acclamation.

Afterwards, those present adjourned outside where those who desired to do so were given the opportunity of planting trees, a large number being planted.

Following this tea was provided in a portion of the college premises.

Owing to lack of space to-day we are unable to publish all the speeches in full or a list of prize-winners.

## FRESH DARTMOOR ATTACK.

TWO WARDERS ASSAULTED BY CONVICT.

London, Feb. 25.

Two warders at Dartmoor prison were attacked by a convict early this morning, but were not seriously injured.

In reviewing the situation at Dartmoor since the mutiny, Sir Herbert Samuel, Home Secretary, said that about 30 of the worst offenders worked daily in the corridors outside the cells. Arrangements for the trial of the ring-leaders were being pushed on as quickly as possible.

Among the main body of prisoners, the usual prison routine had long been restored, and order was being completely maintained. Sir Herbert deprecated the newspaper scaremongering allegations of murderous attacks against the warders.—*Reuter's Special Service.*

## CONSIGNEES' NOTICES.

THE NORWEGIAN AFRICA &amp; AUSTRALIA LINE.

WILH. WILHELMSEN.

The Motorship,

"TOURNAINE"

having arrived from Norway via ports on the 24th February, 1932, consignees of cargo are hereby notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined on the 1st March, 1932, at 10 a.m. by our Surveyors, Messrs. Anderson & Ash.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

THORESEN &amp; CO. LTD.

Agents.

Hongkong, 24th February, 1932.

**Latest**

**BRUNSWICK**

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## CONSIGNEES' NOTICES.

THE DEN LINE STEAMERS, LTD.

From MIDDLESBRO, LONDON and STRAITS.

The Steamship,

"HENCLEUGH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st March, 1932, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th March, 1932, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th February, 1932, at 10 a.m. by Messrs. Goddard and Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO. LTD.

Agents.

Hongkong, 23rd February, 1932.

**THE EAST ASIATIC CO. LTD.**

**COPENHAGEN.**

The Motor Vessel, "JAVA"

having arrived consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 3rd March, 1932, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson and Ash on the 2nd March, 1932, at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 5th March, 1932, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

**JOHN MANNERS & CO. LTD.**

Agents.

Hongkong, 25th February, 1932.

**A BROKEN DOWN SYSTEM.**

This is a condition (for stress) to which doctors give many names, but which few of them really understand. It is a condition which is not a disease, but a state of mind. It is a state of mind which is a result of a broken down system. It is a state of mind which is a result of a broken down system. It is a state of mind which is a result of a broken down system.

**THERAPION No. 3**

is a combination of the most powerful and effective of the French and German remedies. It is a combination of the most powerful and effective of the French and German remedies. It is a combination of the most powerful and effective of the French and German remedies.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

Head Office and Works:

KOWLOON HONGKONG.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORCE MASTERS, WELDERS AND ELECTRICAL ENGINEERS.



T.S.S. "EMPERESS OF JAPAN."

In No. 1 Dock. Ship Dimensions:—666'0" O. A. x 88'6" x 43'6" Mid.

26,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'6" Over all, H.W. O.S.T.

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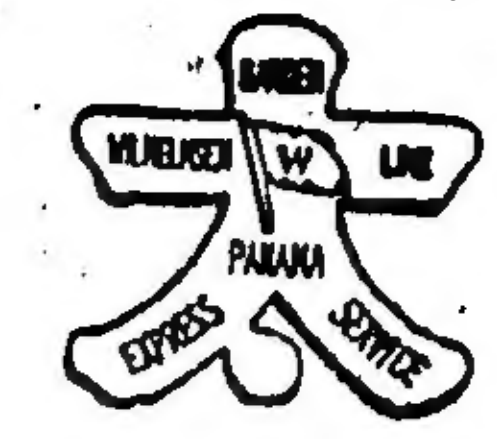
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THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All Vessel call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel, by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including, New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

**PENINSULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
NALDERA	16,000	27 Feb. noon	Bombay, M'les & L'don
*KIDDERPORE	5,300	27 Feb. 4 p.m.	Straits, Colombo & B'bay
*ISOUDAN	6,800	5th Mar.	M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull
CARTHAGE	15,000	12th Mar.	Marseilles & London
RAJPUTANA	17,000	26th Mar.	Marseilles & London
*BURDWAN	6,500	2nd Apr.	Bombay, M'les, L'don, Havre, H'burg, R'dam, A'werp & Hull
CORFU	15,000	9th Apr.	Marseilles & London
R. W. ALPINDI	17,000	23rd Apr.	Bombay, M'les & L'don
RANPURA	17,000	7th May	Bombay, M'les & L'don
*SOMALI	6,800	14th May	M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull

\*Cargo only. †Calls Casa Blanca. ‡Calls Djibouti.

Frequent connections from Port Said for Passengers and Cargo of Constantinople, Piraeus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

**BRITISH INDIA-APCAR SAILINGS.**

TILAWA	10,000	6th Mar.	S'pore, Penang & Calcutta
SANTHIA	8,000	22nd Mar.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

**EASTERN & AUSTRALIAN SAILINGS (South).**

TANDA	7,000	4th Mar.	Manila, Rabaul, Brisbane, Sydney and Melbourne
NANKIN	7,000	2nd Apr.	
NELLORE	7,000	30th Apr.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and the P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILING TO SHANGHAI & JAPAN.**

MIRZAPORE	6,700	4th Mar.	Moji & Kobe
NANKIN	7,000	7th Mar.	S'hai, Moji, Kobe, Osaka & Yoko
CORFU	15,000	11th Mar.	S'hai, Kobe & Yoko
TALMA	10,000	11th Mar.	Amoy, S'hai, Moji, Kobe & Osaka
RANWALPINDI	17,000	24th Mar.	S'hai, Kobe & Yoko
A STEAMER	—	25th Mar.	Amoy, Moji, Kobe & Yoko
NELLORE	7,000	4th Apr.	S'hai, Moji, Kobe, Osaka & Yoko
ISOMALI	6,800	5th Apr.	S'hai, Kobe & Yoko
RANPURA	17,000	7th Apr.	S'hai, Kobe & Yoko
CHITRAL	15,000	21st Apr.	S'hai, Kobe & Yoko
BANGALORE	6,500	28th Apr.	S'hai, Kobe & Yoko

†Cargo only. ‡Calls Nagoya.

All dates are approximate and subject to alteration without notice.

Parcels Measuring not more than 5 cft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO., Agents.

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**TRAVEL A.-O. LINE**

TO AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

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FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUIRON and STEWARDNESS CARRIED.

Make Your Short Leave to Australia, and New Zealand, Hong Kong, Sydney—19 Days.

**FIRST CLASS FARE TO SYDNEY, 67s RETURN**

LONDON (via Australia) from 612s/15s.

(Australian Newspapers on file).

STEAMER	Dep. Hong Kong	Leave Hong Kong	Leave Hong Kong	Dep. Sydney
TAIPING	Mar. 21st	Mar. 21st	Mar. 21st	Apr. 9th
CHANGTE	Apr. 12th	Apr. 12th	Apr. 12th	Apr. 30th
TAIPING	May 19th	May 19th	May 19th	June 6th
CHANGTE	June 19th	June 19th	June 19th	July 7th

**AUSTRALIAN-ORIENTAL LINE, LIMITED**

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI.





### SHOWING TO-DAY

AT 2.30, 5.10, 7.15 & 9.20 p.m.

The "thrill" of the picture! Watch a striping of a lad beat up three husky ruffians! The greatest fight you've ever seen!

ALL TALKING  
VERSION  
OF  
JOSEPH  
HERGESHEIMER'S  
CELEBRATED  
STORY

**"TOLABLE DAVID"**  
featuring  
**RICHARD CROMWELL**  
THE STREET'S LATEST SENSATION!  
**NOAH BEERY** & **JOAN PEERS**  
George Duray Henry B. Walshall  
Directed by JOHN ELYSTON

### NEXT CHANGE

UNIVERSAL PICTURES

present

## "TARZAN THE TIGER"

CHAPTER TWO



FRANK MERRILL and NATALIE KINGSTON in a scene from "TARZAN THE TIGER" A UNIVERSAL CHAPTER-PLAY

From the novel "JEWELS OF OPAL"  
by EDGAR RICE BURROUGHS

AUTHOR OF

"TARZAN OF THE APES"

HONGKONG 10 A.M. 9 P.M.  
**AQUARIUM**  
OPEN DAILY 2 DOORS FROM WHITEWAYS OPEN DAILY

Printed and Published for the Proprietors by FRANKLIN PEARSON FRANKLIN, at 1 and 8, Wyndham Street, in the City of Victoria Hongkong.

### POSTAL CHARGES AMENDED.

#### MINOR CHANGES NOW MADE.

Amended postal regulations appear in the Gazette. The principle changes are:

The weight limit in respect of literature for the blind is increased to 11 lbs.

Current parcel post rates will in future be exhibited at the Post Office; the Appendix to the regulations disappears, and frequent and lengthy supplements will not be gazetted in future.

Regulation 21 (1) contains an addition as to the fee of 10 cents for acknowledgment of receipt by the addressee of any registered postal packet.

Regulation 22—compulsory registration fee for postal packets found to contain bank notes, etc., is increased to 40 cents.

The fee on Cash on Delivery parcels is altered, and a posting fee of 20 cents is authorised.

### JAPAN'S REPLY TO APPEAL.

#### DISCUSSION AMONG COUNCIL MEMBERS.

Geneva, Feb. 26. The members of the League Council, other than the Chinese and Japanese representatives, are exchanging views regarding Japan's reply to the Council's recent appeal for cessation of hostilities.

No meeting of the Council has, however, been fixed.—*Reuter*.

### QUEEN'S INTEREST IN INDUSTRY.

#### ANOTHER VISIT TO THE FAIR.

London, Feb. 26. H. M. the Queen, who has made two lengthy visits to the Olympia section of the British Industries Fair, where she made extensive purchases, particularly in glass, china and cutlery, to-day visited the textile section at the White City, in company with the Princess Royal.—*British Wireless*.

### LAST DAY OF THE RACES.

#### SELECTIONS FOR THIS AFTERNOON.

(By "Ringtail")

Despite the inclement weather, further interesting sport should be seen at the Valley this afternoon. Several good races are down for decision, particularly the Professional Cup and Subscription Griffins Champions, and the Australian Ponies Champions.

My selections are as follows:

#### 1st Race.

Amey.  
Fighting Blood.  
Philanderer.

#### 2nd Race.

Gold Bar.  
Ghost Train.  
Amon.

#### 3rd Race.

Don.  
Gold Ring.  
Deveron.

#### 4th Race.

Talping.  
Lucy Gitters.  
Filar Tuck.

#### 5th Race.

Racing Boy.  
Blatze.  
Cy-Pres.

#### 6th Race.

Chateau Bay.  
Punch.  
King's Norton.

#### 7th Race.

Woodland Stag.  
Season Ticket.  
Polar Star.

#### 8th Race.

Coronation Eve.  
Bag and Baggage.  
Gold Key.

#### 9th Race.

Orlando.  
Lobster Bay.  
The Plover.

### PORTUGUESE IN PLAYS.

#### PARTY COMING TO HONGKONG.

Macao, Feb. 24.

Lovers of theatrical art here have been provided during the past two weeks with a splendid opportunity to appreciate the latest in Portuguese comedy and melodrama with the staging of several excellent Portuguese plays by a group of Portuguese actors.

These actors, seven in number, have reached Macao after a tour of the other Portuguese colonies, where their acting has been greatly appreciated, according to press reports from all the Colonies where shows have been given. The actors have repeated their success here, and crowded houses, at every performance, attest to the manner in which residents of the Colony appreciate the performances.

It is stated that the troupe will give two performances at Hongkong, on March 5 and 6, and will give two plays which are characteristically Portuguese. This information will come as a pleasant surprise to the Portuguese residents of Hongkong and to others who take an interest in theatrical matters.—*Our Own Correspondent*.

### DOLLAR AGAIN DECLINES.

#### MARKET CONTINUES STAGNANT.

The Hongkong dollar is down 1/8th this morning, the demand rate being 1s. 5. 3/16d. The market is, however, quite dead, no business passing.

In London, silver declined 1/8th ready and 1/16th forward. India was a small seller, while China bought and sold, on a quiet market. After the official fixing, the market ruled rather dull, with America inclined to sell.

New York reports a drop of 1/8th, with the market dull.

FINAL SHOWINGS TO-DAY

## KING'S

At 2.30, 5.10, 7.15 & 9.30 p.m.

A DOUBLE ATTRACTION.

# LADIES OF THE BIG HOUSE

A Paramount Picture  
with **SYLVIA SIDNEY**  
AND  
AN EXTRAORDINARY  
ADDED ATTRACTION  
SPECIAL ENGAGEMENT OF  
**ZIMMY**  
The World's Champion Lightest Swimmer  
in  
A series of Astounding feats in a specially constructed glass tank on the stage.  
EATS, DRINKS, SMOKES, AND LIVES. **UNDER WATER!**  
You have heard of all kinds of stunts and dances but come and see the lightest dancer.

BOOKING AT THE THEATRE. TEL. 25318.

TO-MORROW

FREDERICK LONSDALE'S

## "CANARIES SOMETIMES SING"

with **TOM WALLS**

## QUEEN'S

Final Showings To-day at 2.30, 5.10, 7.15 & 9.20 p.m.

### THE BEST BRITISH DRAMA TO DATE!

## "The ROSARY"

Margot Grahame & Elizabeth Allan

TO-MORROW

### CAN THERE BE A PERFECT MURDER?

## GUilty HANDS

LIONEL BARRYMORE TRIUMPHS AGAIN  
in a Metro-Goldwyn-Mayer Production.

AT THE

## STAR

Final Showings To-day at 2.30, 5.20, 7.20 & 9.20

Mary Pickford

## "COQUETTE"

HED FIRST 100% TALKING PICTURE

## MAJESTIC

Showing To-Day

At 2.30, 5.20, 7.20 & 9.20 p.m.

**CHEVALIER**  
"THE SMILING LIEUTENANT"  
The Smiling Lieutenant will capture your heart, too! He's Maurice Chevalier.

LAST PERFORMANCES  
Saturday and Sunday.  
(WANCHAI RECLAMATION—9.15 P.M.)  
3rd Change of Programme:

## HARMSTON'S CIRCUS

30	EUROPEAN ARTISTS	30
50	PERFORMING ANIMALS	50

MATINEES  
TO-DAY & SUNDAY AT 4.15 P.M.  
CHILDREN HALF PRICE TO MATINEES ONLY.  
PRICES OF ADMISSION  
(Including Tax)  
Full Box to hold six ..... \$22.00  
Single Seat in Box ..... \$4.40  
First Chairs ..... \$3.80  
Second Chairs ..... \$2.20  
Stalls Carpets ..... \$1.10  
Gallery ..... .55

Booking at Moutrie's Co. Sundays At The Circus  
Soldiers and Sailors in Uniform  
Half price to stalls and second chairs only.  
Menagerie Open Daily From 8.00 a.m. to 6.00 p.m.  
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